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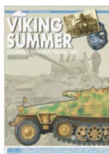
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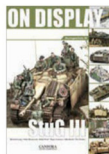
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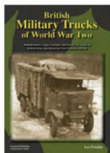
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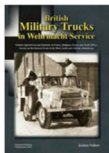
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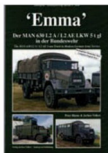
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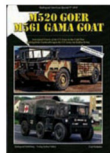
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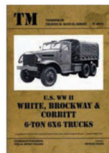
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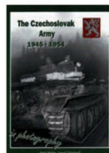
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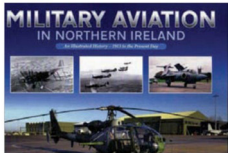
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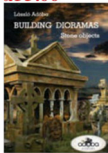
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26



40



48

REGULARS

p 4 NEWS

What's new in the world of military modelling

p 54 INCOMING

MMI's thoughts on the latest kits and accessories

p 55 FIGURES

All the news about new figure releases

p 56 SMALL SCALE

1:72 scale and smaller with Steve Shrimpton

p 58 1:48 SCALE

Luke Pitt explores 1:48 scale military models, figures and accessories

p 66 LAST POST

Late breaking news and ramblings from the Editor

FEATURES

p 6 THINK TANK

M24 Chaffee Part One by Bruce Culver

p 14 THE LITTLE GENERAL

Brett Green builds Bronco's 1:35 scale M24 Chaffee

p 24 PREVIEW

Dragon 1:35 Panzer IV Ausf.A

p 26 PREVIEW

MiniArt 1:35 scale YA-12

p 28 AKLETT EPILOGUE

Jose Brito builds the 1:35 scale Panzer IV/70(A) from Tristar

p 40 SHOW REPORT

Tankfest 2012

p 44 BUILD REVIEW

LZ Models 1:35 M29 Weasel by Graham Tetley

p 48 MATILDA FOR THE

MOTHERLAND
Tamiya 1:35 scale Matilda conversion by Harvey Low

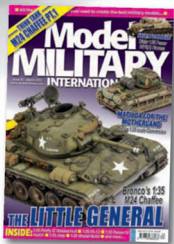
p 57 PREVIEW

Dragon 1:35 Welded Hull Firefly

p 60 PREVIEW

Bronco 1:35 Jeep

14



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NEW RELEASES FROM MENG MODEL - AUF1 AND MERKAVA 3 BAZ

Meng continues its busy release schedule with the announcement of two more forthcoming kits: TS-004 1:35 AUF1 155mm Self-Propelled Howitzer. The AUF1 155mm Self-Propelled Howitzer, which is famous for its advanced fire control system, universal turret as well as quick response speed, saw action during the Iran-Iraq war and peacekeeping operations in Bosnia and Herzegovina.

MENG now brings precise and accurate reproduction of this French main equipment which owns much similarity with AMX-30B MBT.

This kit will include interior detail and all the turret hatches may be posed open or closed. Photo-etched detail parts and workable track links are also provided in this kit.

TS-005 1:35 Israel Main Battle Tank Merkava Mk.3 BAZ w/Nochri Dalet Mine Roller

Product features:

- Rubber type and all-steel type of road wheels included
 - One-piece tracks
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- More information about both kits will be available in the coming weeks.

Thanks to Meng Model for the information and images www.meng-model.com



ITALERI COLONIALE IN 1:35 SCALE

The Fiat 508 "Balilla" was the most popular car produced in Italy in the 1930s. In June 1937, the new "Balilla" 508C was introduced, equipped with an 1,100 CC 4 cylinder engine. The new 508C was also used as platform for the development of vehicles for military applications such as the Fiat 508 CM "Coloniale". Characterized by a 2-wheel drive traction, a length of 3.6 meters and the reliable 1,100cc 4-cylinders engine, capable of delivering 32 hp that allowed it to reach 90 km/h.

The Fiat "Coloniale" was mainly used as a Staff Car for Officers and for HQ operations in North Africa. However, the overall strength of the vehicle, the size of the tires, and its mechanical reliability also made the Fiat "Coloniale" suitable for advanced reconnaissance duties in off-road terrain.

Italeri has now released a 1:35 scale Coloniale, which features engine detail, poseable bonnet and optional tonneau.

Italeri kits are distributed in the UK by The Hobby Company Limited
www.hobbyco.net



NEW BRITISH RELEASES FROM DRAGON

Dragon has just released three new 1:35 scale kits of British military vehicles:

1:35 SAS 1/4 Ton 4x4 Patrol
Commander's Car

- Includes two new 1:35 scale figures
- Detachable jerry cans with photo-etched racks
- Photo-etched sand channels on rear of the command car
- Condenser and modified grille on front of the command car accurately reproduced

1:35 Sexton II 25pdr SP

- Newly moulded Sexton II with intricate detail
- DS tracks reproduced with refined detail

1:35 Sherman III DV, Early Production

- Newly tooled glacia plate with direct-vision hoods accurately reproduced
- One-piece Early 75mm-gun turret has cast texture
- Fully detailed T41 DS tracks

Thanks to The Hobby Company Limited for the information and images
www.hobbyco.net



WAR AND PEACE REVIVAL - 17 - 21 JULY 2013

War and Peace Revival is a new five-day military and vintage festival that will be packed full of education and entertainment bringing the Dunkirk Spirit to this historic corner of Kent. A special Schools' Day programme will see schools from across Kent and beyond visiting for a unique event, giving the pupils unrivalled access to history at its most vivid and interactive, providing a truly memorable experience.

Visitors to the New War and Peace Revival will be able to catch up with friends while watching the incredible action-packed battle re-enactments - not just a group of people running around playing soldiers but a full-scale choreographed battle to give you a taste of the action at the Front! Get right up close to the action, but through a safe and vehicle-free zone. And if preferred, the main grandstand will give superb viewing opportunities from the terraces or even the Restaurant!

Thousands of military vehicles are expected to gather at the new venue from around the world representing the armies of the 20th century. Look out for tanks, artillery, armoured and amphibious vehicles, cars, Jeeps, bicycles and motorbikes, emergency and commercial vehicles - and lots more.

Check out the War and Peace Revival website for more information www.thewarandpeace revival.co.uk



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This M5A1 Stuart light tank traverses open ground in France during the Normandy campaign, summer 1944. By D-Day, the M5 series was obsolete, and the 37mm M6 gun was too small to defend against any enemy vehicles except armoured cars.

M24 CHAFFEE LIGHT TANK

PART ONE – HISTORY OF THE M24 LIGHT TANK

In Part One of this series, Bruce Culver examines the history and operations of the M24 Chaffee Light Tank.

The M24 light tank was one of the finest tank designs to come out of the WWII period. And yet, such was the speed of technological advances and changes in tactics that in just a few years this excellent light tank had been bypassed by even more advanced designs, just as the late war F7F Tigercat and F8F Bearcat arrived too late for WWII and were obsolete just a very few years later.

DESIGNING A NEW LIGHT TANK

The impetus for designing a new light tank during the war came from the realisation that the pre-war designs had reached the end of their developmental lives. The M3 and M5/M5A1 light tanks had been a central part of American armoured tactics from the 1930s. The light tanks were considered part of a combined offensive, serving as breakthrough manoeuvring forces and supporting

attacks by the heavier tanks to follow the initial assaults. However, events in North Africa soon proved that the US light tanks (and indeed the light tanks of all countries) were unable to withstand enemy anti-tank fire, and their 37mm main guns were also ineffective against most enemy combat vehicles. Light tank losses increased and crew losses were even worse, as damaged tanks could be rebuilt, but wounded or killed crews had to be replaced.

In early 1941, Ordnance and the Armoured Force attempted to design a new light tank with better armament, the T7 light tank. However, there was no clear design goal, and with new requirements, the T7 gradually changed from a light tank to a truly mediocre medium tank weighing well over 25 tons, but still inferior to the M4 Sherman medium tank. By mid-1943, the situation with the M5A1 light tank was critical. M5s were

vulnerable to almost all enemy anti-tank weapons, and the 37mm gun was too short-ranged to attack the anti-tank guns and crews. Some armoured units used the light tanks to draw fire from enemy AT guns so they could be identified and destroyed, as the M5s were no longer useful for supporting the medium tanks in the attack. The M5s also were unsuited to support infantry attacks since the 37mm gun was largely useless for fire against enemy fortifications or strong points.

In 1943, Ordnance and the Armoured Force reluctantly agreed that in the future, light tanks should be reserved for purely reconnaissance and scouting duties, but that the secondary task of infantry support still required a new light tank that could perform this duty when required. The debacle of the T7/M7 medium tank showed clearly they would have to start with a completely new design

that would weigh no more than 20 tons and mount a 75mm gun. This task was assigned to the Cadillac Division of General Motors.

THE CADILLAC CONNECTION

As it happens, the Cadillac Division had been working on a family of related vehicles based on the design of the M5 light tank. This family of vehicles was intended as a number of self-propelled carriages for artillery: a 105mm howitzer, a 155mm howitzer and a 40mm anti-aircraft gun. The whole group of self-propelled vehicles was referred to as the Light Combat Team. As the M5A1 chassis was too short and narrow to mount these weapons, Cadillac had redesigned and widened the hull and used three bogie assemblies on each side to the M5A1's two-bogie layout.

When the contract for the new light tank was released, Cadillac was able to use much



The M5A1 Stuart was the end model of a pre-war design concept that had served well early in the war but was now well past its prime. This shot shows the relatively high narrow shape and narrow tracks. The added sandbag soft armour was very common, as was the Culin hedgerow cutter.



This top view of early test M24 shows the completely new concept of the M24 over the M3/M5 family of light tanks. Better integrated sloped armour, a larger three-man turret and wide tracks, and the extra punch of the light-weight 75mm M6 made this new tank a huge leap past previous designs. The exit hatch for the crew were also much larger, improving access.



The initial M24 production model was very similar to the developmental models, as this view shows. The T72 16" steel tracks provided much better flotation, and to improve armour protection, the lower hull sides were angled as well. The rear-mounted .50 BMG proved to be poorly positioned, requiring a crewman to stand on the engine deck to fire forward.



The M24 was tested by the British for possible use, but while the British were enthusiastic about the tank's capabilities, prior deliveries to US units reduced the number sent to British forces from 842 ordered to 302, and they did not appear in frontline units until the spring of 1945.



The same M24 tested by the British shows the low yet more substantial silhouette, the torsion bar suspension, the rear position of the .50 Browning MG and the turret searchlight, nothing at all like the preceding M5 series. The new appearance presented a problem of troop identification, since it was so different from previous types.



This M24 of the 740th Tank Battalion attached to the 82nd Airborne Division in the Ardennes, seen in January 1945, was one of two that were essentially pressed into service after being commandeered from a shipment intended for another unit.



This M24 of the 18th Cavalry Reconnaissance Squadron is seen in Belgium in February 1945 awaiting inspection during training workup exercises. Note the amount of external crew stowage.

of the development work for the Light Combat Team family, and Ordnance gave the company freedom to design the tank with little interference as long as it met the specifications. Ordnance had decided to adopt the Porsche-designed torsion bar suspension from the Pz.Kpfw. III, and this was to be used for the new T24 light tank. The 75mm gun was not the M3 used in the M4 medium tank, but the lightweight model used in the B-25G/H Mitchell medium bomber. This weapon required a 60-inch turret ring. To provide the wider hull top for the turret while not adding more weight, Cadillac angled the sides of the T24 hull, which also increased the effective protection.

To maintain the 20-ton weight limit, some armour plates were actually thinner than on the M5A1 but the armour was sloped at better angles and overall armour protection was considered adequate for a light tank used primarily for reconnaissance. The Armoured Force insisted on a three-man turret, and a five-man crew. The T24 pilot models had only flat hatches in the turret roof, but production machines had a cupola with episcopes for the tank commander. The cupola was the same type used for the later M4 Sherman turrets, but was smaller in diameter. Development was relatively free of problems and the T24 was standardised as the M24 light tank in July 1944. By this time, orders had been placed for some 1,800 M24 tanks. Production began in April 1944, and Cadillac and Massey-Harris built 4,731 M24s by August 1945 at the end of wartime contracts. Initial M24 production was slowed by the need to complete M5A1 production at Cadillac. Massey-Harris was added when M24 requirements were increased.

To speed development of the T24/M24, Cadillac used the same basic power train as the M5A1: twin Cadillac V-8 automobile engines of 150 hp each, although the transmission and radiator installations were changed.

The T13E1 75mm/L39 gun was standardized as the M6 75mm, and the M24 carried a somewhat limited ammunition load of 48 75mm rounds in wet stowage bins to lessen the chance of fires. There were two .30 Browning light machine guns, a bow-mounted gun for the co-driver and a coaxial gun in the main gun mount. A .50 Browning M2HB infantry pattern heavy MG was mounted on the turret rear on a short tripod stanchion mount, but this mounting was not popular, as the ▶



Think Tank - M24 Chaffee Light Tank History Part 1



This M24, crossing the Po River near Breda, Italy April 1945, belonged to the 13th Tank Battalion, 1st Armoured Division, the only unit in Italy to obtain a large number of these new tanks. Again note the extensive crew soft stowage piled on the vehicle, and the "donkey" sight mount and cage ahead of the cupola. The "donkey" sight was used for indirect artillery fire on enemy positions. The 50 BMG has been removed.



An M24 climbs through the mud on the banks of the Rhine river in Germany in the spring 1945. In common with other M24s, this tank has considerable crew stowage externally. There wasn't enough room internally to carry all the vehicle equipment and the crew's stowed items.

crew had to operate it mostly from outside the tank.

With a good power to weight ratio, the M24 proved to be manoeuvrable, fast, and having excellent grade climbing ability. Top speed on roads was 56 km/h (35 mph) and cross-country top speed was 40 km/h (25 mph). Operating range was somewhat limited at 161 km (100 miles).

BRITISH EVALUATION

The British received test examples and were highly impressed with the T24. It was a revolution compared to the earlier M5 series. Following their custom, the British named the new tank the Chaffee, after Adna R. Chaffee, Jr., the father of the Armoured Force in the US Army. In the US Army, the M24 was usually referred to as the "M24", though during the Battle of the Bulge, the M24 picked up a popular nickname, "Panther Pup." The British were enthusiastic about the considerable improvements in the M24 over the M5A1, but slow initial production and priority for US Army forces reduced the number delivered to British units to 302 from 842 ordered. The Chaffee didn't appear in British armoured formations until the spring of 1945.

ENTERING US SERVICE

Due to the slower than usual startup of production and the usual delays in fielding a brand new weapon system, American units didn't fare much better. Relatively few M24s were built during the summer of 1944, and attempts to ship the first 160 to Europe in August 1944 failed due to technical and logistical problems, so that the first M24s did not reach the European theatre until late November/early December. Some went to a cavalry group, but most were intended for 9th Army in Gen. Omar Bradley's 12th Army Group. As the M24s were moving up through France, the battle of the Bulge broke out, upsetting the delivery plans and delaying the deployment of the new tanks. Two of them were commandeered by a tank battalion in the 1st Army

and fought during the entire Battle of the Bulge on "detached service." Because of the M24's unique appearance, similar in some respects to some German tanks, two M24s were dispatched to acquaint US troops with the new tank to reduce friendly fire incidents. It was during this period that the M24 picked up its nickname of the "Panther Pup."

Although having armour too light to engage enemy tanks, the M24 was considered to be a huge improvement over the obsolete M5A1 Stuart, and US light tank crews welcomed the new tank. Some units began modifying the M24 to improve its protection against mines and others added external attachment points for crew stowage, as there was little internal stowage available.

Although production and

deliveries of the M24 picked up later in 1944, many units received only partial replacements and some light tank battalions had to use the M5A1 through the rest of the European campaign. Unit experience with the M24 was generally very favourable. No one really expected the new light tank to engage enemy tanks on an equal basis, but the real advantages of the new design were very popular. Though internal crew stowage was limited, the five-man crew had good accommodations and operating the tank was easier than the old M5. The 75mm M6 gun was a vast improvement over the M5's 37mm gun and was extremely useful for engaging troop concentrations or fortified positions. In a pinch, it also could take on some medium enemy tanks at close range, and on more



This M24 of the 81st Cavalry Reconnaissance Squadron, 1st Armoured Division, enters Bologna, Italy in April 1945. Heavy bombing and artillery fighting caused tremendous damage to many historic cities in Italy.



M24s of the 81st Cavalry Reconnaissance Squadron, 1st Armoured Division, seen in northern Italy April 1945, are stopped at a fuel transfer point with a medical supply jeep. As the Italian theater had a lower priority, newer equipment went elsewhere first. Most of the M24s in Italy were in the 1st Armoured Division.



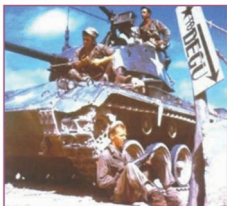
Another M24, 81st Cavalry Reconnaissance Squadron, 1st Armoured Division, climbs a river bank in northern Italy 1945. The M24 had excellent cross-country performance and good climbing ability. The turret symbol in white is a bottle of champagne pouring into a glass.



M24s equipped several newer armoured divisions that arrived later in Europe. This M24 of the 20th Armoured Division, was seen near Salzburg, Austria, May 1945. This is a later production tank, and has the adapters intended for flotation pontoons installed on the rear plate.



M24s parade down Charlottenburg Chaussee in Berlin for the Four Nations VJ Day parade, 1945, before the Cold War started in earnest.



The M24 was often used for police and occupation duties as it was light and simple to operate. Here a crew waits with crew weapons – the man in the driver's hatch has an M1 carbine while the man on the ground has an M3 "grease gun" SMG.

than on occasion M24s knocked out German tanks in action. As the number of German tanks decreased, the M24 encounters with them became less common.

IMPROVISATIONS

Some units made up local kits to reinforce the belly armour to improve protection from mines, and many units devised add-on stowage arrangements to carry the crew's personal equipment. Most M24s carried a large amount of soft stowage externally. The M24 proved to be a most useful tank in the support role, as its performance was better in soft ground than the M4 Sherman. Gunners reported the telescopic sights for the M6 gun were better than those for the 75mm M3 of the Sherman and allowed faster acquisition of targets. The M24 was more manoeuvrable and climbed grades better than the M4, and was less likely to get stuck or bogged down as it was only 2/3 of the M4's weight and had better flotation.

There were some deficiencies, many held in common with all

light tanks, such as the lack of sufficient armour protection to engage enemy armour and the vulnerability to anti-tank mines. Internal ammunition stowage was limited to 48 rounds of 75 mm and it was not uncommon for M24s to expend all their 75mm ammunition in just one engagement. Interestingly, most of the light tank units felt that while the thin armour was a deficiency, the heavier armour of the M4 Sherman offered little more protection against German tank guns, and they preferred the much better manoeuvrability of the M24.

CAVALRY MISSION

If the armoured division light tank battalions had liked the M24, the effect on the beleaguered armoured cavalry groups was even more pronounced. The M24 was a complete revolution from the M5A1 they had been using. The cavalry mission had remained one of reconnaissance and scouting rather than supporting the medium tanks in the assault, but the 75mm gun also added the possibility of supporting infantry advances by

shelling enemy infantry positions and especially the anti-tank guns, which had out-ranged the 37mm guns on the M5A1. The technical advantages of the M24 encouraged the aggressive and effective use of the tank and cavalry units often used them as assault guns in infantry actions. The M24's speed and cross-country performance was quite good and made the tank much more effective in the reconnaissance role.

There were several light tank battalions employed in Europe and they were slated to get the new M24 first. One, the 744th Light Tank Battalion, received a number of M24s but the others did not, as re-equipping the cavalry groups took precedence. A few M24s did reach some of the independent light tank units in 1945, but the biggest increase in M24 deployments came with the later introduction of new armoured divisions that had been created with the M24 as part of their integral table of organization and equipment (TO&E). These new units took part in the invasion of Germany and Austria, and the M24 ►

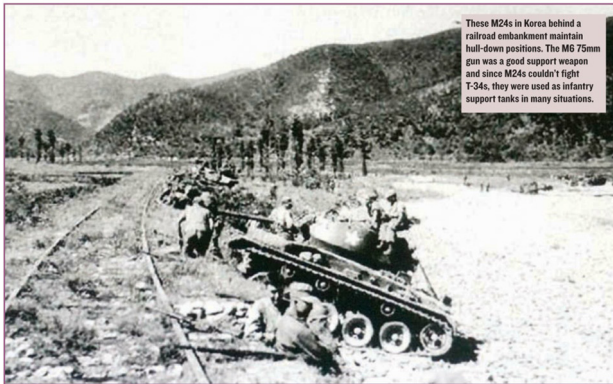


This M24 in Korea, 1950, has the pontoon mounts fitted to all later M24s. The M24 ended up in Korea because its low weight made it suitable for police and occupation duties in Japan, and thus it was the only US tank available when the North Koreans invaded the South in June 1950. It was completely outclassed as a gun tank by the T-34/85 used by North Korea.



Think Tank - M24 Chaffee Light Tank History Part 1

M24 "Eagle Claw", of the 3rd Reconnaissance Company, 3rd Infantry Division, seen near Songdong-bong, Korea, May 1951. Used as a reconnaissance tank or infantry support tank, the M24 performed well when heavier tanks could dispatch the North Korean and Chinese T-34s.



These M24s in Korea behind a railroad embankment maintain hull-down positions. The M6 75mm gun was a good support weapon and since M24s couldn't fight T-34s, they were used as infantry support tanks in many situations.



M24s of New Jersey National Guard in the 1950s stand for parade inspection. The M24 equipped most of the National Guard light tank units after WWII and Korea. The tanks were cheap to operate and their light weight caused less damage to roads and bridges during manoeuvres.

◀ again proved itself to be a capable and effective light tank.

The unexpected end of the war in mid-August 1945 meant that the M24 did not serve in the Pacific theatre of operations. The US Marines tested the M24 but did not adopt it for service. A majority of M24s built, however, had the attachment points to mount pontoon flotation equipment for amphibious landings, though these were never used for that purpose.

POST-WAR SERVICE

Following the end of World War Two, the United States drew down its armed forces to a huge extent, reducing many services to levels near what had existed pre-war and disposing of hundreds of thousands of armoured vehicles, trucks, aircraft and ships. In an attempt to keep costs low, high-expense equipment was sold as surplus and more economical weapons were retained. The M24 was ideally suited to policing duties in occupied former enemy nations and was deployed around the world for this purpose. Among the countries where the M24 served was Japan. The M24 was favoured due to its light weight, suitable for the limited carrying capacity of most Japanese road bridges.

Regrettably, little thought was given to its combat capabilities against more modern or heavier tanks. The invasion of South Korea by North Korea in June 1950 caused a panic in the west. The only tanks available to be shipped to Korea quickly were the M24s serving constabulary duties in Japan. Those that could be spared were shipped to the southern end of Korea to reinforce the Pusan perimeter. The M24 proved to be incapable of engaging the North Korean T-34/85 medium tanks, and many M24s were lost in tank actions. In just five years, the M24 had been overtaken by events. In fact, no light tanks of the period could have fought successfully against the T-34.

As soon as possible, heavier M26 Pershings and M46 Pattons were sent to Korea, supplemented by M4A3E8 Shermans. In the end it was the Shermans that proved to be the most useful, as the hills in Korea overtaxed the power trains of the 45-ton M26 and M46 heavy-medium tanks. The M24 reverted to its original function as a light reconnaissance and scouting tank also suitable for infantry support as an assault gun, a mission it performed well.

But the role of the M24 in the US Army was at an end. A new light tank, developed from the M24 layout but mounting a potent



This French M24, seen in Haiphong, French Indochina in 1954, is typical of the hundreds of M24s supplied to US allies after WWII. The French received a very large number of M24s and deployed them to a number of colonies and possessions.



This M24 supports French troops in the Red River delta, 1954. The French liked the M24 and used it extensively in Indochina. They usually referred to it as the "Bison".



The M24 was widely used in French Indochina, like this example seen in 1954, because its superior flotation made it ideal for use in soft ground, bogs and rice paddies, as seen here.

76mm anti-tank gun and having a more powerful engine, was standardized as the M41 light tank and soon began replacing the M24 in regular army armoured units. Within a few years the M24 was gone from front-line armoured formations. However, it was very popular in the state National Guard units as it was inexpensive to operate and provided an excellent training and operational experience for National Guard tank crews.

FOREIGN SERVICE

With the downsizing of the US military and the replacement

of the M24 with the improved M41, thousands of M24s became available for supplying America's allies around the world. The largest foreign operator of the M24 was France, which eventually ended up with about 25% of total M24 production. While France used the M24 at home, the M24 was ideally suited to police and constabulary duties in far-flung French colonies. Among these was French Indochina, where the French colonial authorities were fighting a war against an insurgent force led by Ho Chi Minh.

The M24 proved to be an

excellent tank for fighting in the jungles and swamps of Southeast Asia. With a good power to weight ratio and good flotation, the M24 could traverse terrain that bogged down other vehicles. It also was reliable and easy to maintain compared to larger tanks. The French called the M24 the "Bison", and it served through the campaign against the Viet Minh from the late 1940s to the final French defeat at Dien Bien Phu in 1954. French Indochina was broken up and the coastal Vietnamese portion was divided into north and south, with the Viet Minh taking over the north

and a Western-backed government ruling in the south.

M24s were supplied to the new South Vietnam government and had the same advantages the French had appreciated. Many of the M24s were used in coups to change governments, when they were referred to as "voting machines." Replaced by the superior M41 light tank, many South Vietnamese ended their service providing airfield defence at Vietnamese Air Force air bases. The M24 family continued in service in many places, and that is covered in the next part. ■

During the climactic battle for Indochina at Dien Ben Phu, 1954, these M24s fired on Viet-minh positions surrounding the French positions and fought to the end of hostilities. Eventually most of them were knocked out of action, but they proved highly resilient and capable of absorbing a good deal of combat damage while still functioning.





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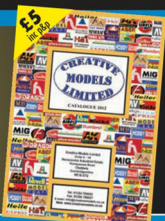
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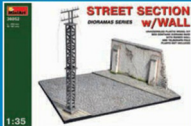
1:35 MB 1500S German 1.5t Cargo Truck



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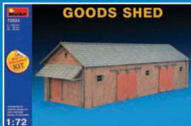
MIN35147

1:35 1500A (Kfz.70) German Personnel Car



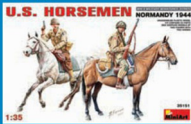
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THE LITTLE GI

PAR



The box art from Bronco's debut Chaffee release – the US WWII Early Production version, complete with Dragon's venerable four-man tank crew.

The Editor
gets to grips
with Bronco's
new and highly
detailed 1:35
scale M24
Chaffee.

This is not the first time that we have seen an M24 in 1:35 scale. Italeri released their Chaffee way back in 1986. Their original release best represented a post-war M24 with its full-length M85E1 rubber chevron style tracks supplied in somewhat stiff silver vinyl.

More than a decade later Italeri released a slightly revised version of this kit with new T72E1 metal tracks plus some extra parts including the driver's exterior windshield and stowage.

Quite recently, Italeri has further enhanced the kit with link and length plastic tracks and a metal gun barrel.

Italeri's Chaffee is simple but looks good when built. Some of the details are underdone though, and the kit is missing the characteristic lightening holes in the drive sprockets. Until recently, the best option for the determined super detailer has been the Formations 1:35 scale "detail set". This official description is a wild understatement of the contents, which include a new upper hull, turret, outer road wheels and most of the important details. It is almost a new kit in itself.

However, now we don't need to go to the expense of a comprehensive resin update to obtain a beautifully detailed Chaffee. ►

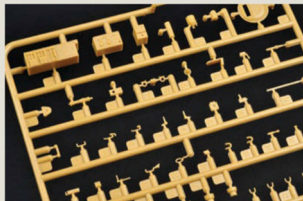


GENERAL

T ONE - CONSTRUCTION



The parts are beautifully presented. Check out the sprocket teeth on the turret ring in the top of the upper hull.



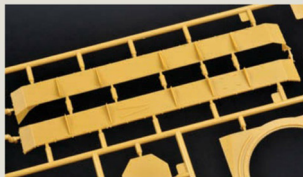
Some of the parts are genuinely tiny, demanding a high level of attention and care.



Here are some of the parts that make up the recoiling gun breech.



The grilles on the engine deck are not open underneath, but they look great nevertheless.



The fine track guards have the scale-thickness hangers moulded in place.



Although this is a complex build, the standard set of basic tools were used. A good quality set of sprue cutters and fine steel tweezers are especially helpful.

A combination of tiny parts and diminishing eyesight means that I spent a lot of time with the Optivisor perched on my head! This really was an essential aid for this project.



IN THE BOX

Bronco has delivered a genuine state-of-the-art kit with their new 1:35 scale M24 Chaffee.

The original release from January 2012 comprised around 570 parts in tan coloured plastic, 14 clear parts, a comprehensive photo-etched fret, a length of string and markings for three vehicles. Dragon's venerable 1:35 scale live man US Tank Crew is also included in the box - a nice bonus.

The high parts count translates to an impressive level of authenticity. Tracks are WWII T72E1 metal type supplied as individual plastic links. Quite a bit of interior detail is provided for the turret, including a full breech,

two styles of radio, traverse gear, gunsight and more. There is no engine or driver's compartment detail though. Several small sprues are devoted to stowage in the form of Jerry cans, packs, and even a dairy churn!

Moulding quality is superb. Sprue connectors are quite fine, but there are a lot of them to clean up.

The core of the drive sprockets are presented as single pieces with the lightening holes moulded in place. The main sections of the idler wheels are equally impressive.

THE TREASURE MAP

A typical pirate's treasure map will dangle the tantalising prospect of gold and riches at

the end of a demanding and sometimes dangerous journey, marked by vague and often ambiguous directions scrawled on sepia-stained parchment. In the end, though, the persistent hero will claim his glittering prize after many brave deeds and misadventures.

Bronco's instructions are a bit like a treasure map. The paper may be clean and white, the drawings crisply printed; but the 43 steps will certainly take you on a challenging adventure, and there are a number of dangerous traps if you are not paying attention. Like our hero in the pirate story, however, there is treasure on offer for the patient and skilful modeller.

BEFORE WE START...

Well, you can't say you haven't been warned:

"The kit contains a lot of small accurate parts. Please carefully to read before assembly".

Bronco delivers this caveat at the beginning of Step 1 in their instructions. I can fully endorse this advice. You really do need to read and fully understand the construction sequence before you start cutting parts from the sprues.

At the end of the instructions, Bronco adds this observation:

"This is a precision moulded plastic kit with exceptionally fine detail. It will require a little more care in assembly, but you feel the end result is well worth the effort."



The individual torsion bars must only be glued at the far end. Once each pair is fitted, they are covered by a fairing.



One of the workable suspension units for the road wheels showing the shock absorber and the swing arm.



One side of the lower hull showing the short protrusion of the torsion bars. These shallow square pegs locate into the ends of the swing arms.



The swing arms and shock absorbers in place. Make sure you use glue very sparingly, as the suspension needs to move in order to line up the wheels.



The covered torsion bars inside the lower hull.



The insides of the road wheel parts are moulded with two tall ejector pins. These have to be cut off and sanded flat before the wheels can be assembled.



Each road wheel is made up from six pieces.



An assembled road wheel.



The idler wheel parts. Note the extraordinary moulding of the one-piece main idler, with its paired wheel and lightening holes moulded in place.



One completed drive sprocket and idler wheel.



The upper hull is made up from eight separate panels. Here, the main upper hull part can be seen with the three panels making up the mid-rear section.



The main and mid-rear panels have been fitted to the top of the lower hull. I needed to spread the hull sides slightly to accommodate the main hull top part.



The rear hull with its delicate photo-etched stowage basket, and the four panels that make up the rear upper hull.



The basic hull and suspension are now complete.



The tracks are presented on single width sprues. Each link is held in place with three fine sprue connectors.



Once they are cleaned up, the tracks may be clicked together by inserting one pin in one side and pushing the bottom pin into place.



Four lengths of 35 links each were made up.

Happy modelling!"

I agree with this statement on all counts, but I would suggest that the kit requires more than a little more care in assembly. The results will be quite exceptional though.

The first area that requires more time and care than usual is the preparation of parts. Many of the plastic pieces are tiny and delicate, and quite a few are workable. Sprue attachments are fine but

there are a lot of them, and they must be completely removed for the best appearance and to allow the workable features of the model to move. I found that my Optivisor was an essential companion during this entire project, for cleanup as well as assembly. I cannot think of any previous modelling project when I have spent more time behind the Optivisor's lens.

My next general

recommendation is to ignore the instructions' directions to attach small delicate parts during the course of general assembly. I left off all the various hooks, handles, guards and other detail parts until the main assemblies were complete. In fact, I worked through the instructions twice - the first time from Steps 1 to 41 for the larger parts of the suspension, hull and turret assemblies; then in reverse sequence adding the tiny plastic and photo-etched details.

THE ODYSSEY BEGINS

Construction commences with the suspension and running gear. The entire suspension is designed to be workable. If you take exceptional care and apply glue sparingly - or in some cases not at all - then the torsion bars will twist, the shock absorbers expand and retract with the suspension arms, the wheels will rotate and the individual link tracks will move realistically with the wheels.

You will, however, need to take plenty of care.

The torsion bars must be glued only at the back of the part. Each bar is moulded with a flattened profile at the back. Glue should only be applied here and only very sparingly, otherwise the adhesive might interfere with the twisting operation of its neighbouring torsion bar.

The fit of the final drive housing inserts, Parts Ga40, is a bit vague and loose. The outside rim of the parts should be aligned with the raised rim on the outside of the lower hull.

Steps 2 through 7 guide the modeller through the assembly of the running gear. Take careful note of the "Do Not Cement" areas. Even if you don't want workable suspension on the finished model, it is essential that there is movement in these parts to allow their proper attachment and alignment further down the track.

My overriding tip here is to use



A total of 73 links were required for each side. They were carefully wrapped around the running gear and the joining links clicked into place.

73 links resulted in some drapage evident across the top run on both sides.





The rear hull showing the location of the photo-etched stowage basket.



The track guards assembled and ready to attach to the hull. I decided not to fit the side skirts.

glue very sparingly, especially on the tiny plastic pins that secure the swing arms and shock absorbers. Make sure there is movement between the strut and main body of the shock absorbers too, as you will need to adjust the length of the struts to align the road wheels.

The final drive cover and drive sprocket assemblies (Step 6) are beautifully detailed with a remarkable example of moulding making up each central piece.

Part Ga 2 is the drive sprocket's interior hub. This is moulded with raised bolt heads on the outward face, which are supposed to line up precisely with recesses moulded deep inside the central piece (Part I). However, the fit is so tight that fine-tuning is difficult. I found that

the part fitted much more easily if the raised bolts were sliced off Part Ga2 before it was inserted into Part I.

Each road wheel is made up from six plastic parts, including a very skinny pin that is supposed to work as an axle between the wheel and the suspension arm, permitting the wheel to rotate. Try as I might, I could not make this workable. The pin is just too small and delicate. Indeed, I even had trouble gluing the wheels in place using regular liquid cement - the bond was too wobbly for too long. For the other side, I bit the bullet and fixed the wheels to the suspension arms using super glue. ►



The track guards fitted perfectly against the hull sides.

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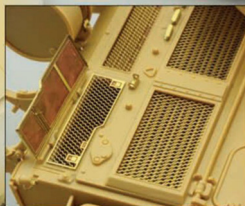
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Sub-assemblies of the 75mm gun and breech.

Assembling the breech is a challenge but the detail is exquisite.

The breech and mantlet fitted to the lower turret. I omitted some of the detail from the turret interior as the Commander's cupola would be plugged with a figure, and most of the assembly effort would be wasted.

Bronco issued a corrected turret shortly after the initial kit was released.

The corrected turret is on the left. Note the differences in the turret roof, especially at the break where the roof starts sloping forward and its relationship with the ventilator dome.

◀ MAKING TRACKS

At this stage I skipped straight to Step 19 and assembled the individual link tracks.

I was dreading this job. I finally girded my loins and set myself up in front of the television to cut the individual links from their skinny sprues. I placed each link into a ziplock plastic bag as it was cut from the sprue. This took less than an hour.

I then cleaned off the workspace and tipped the links out of their bag. With a new blade in my Olfa knife, I set about trimming the waste left from the three sprue attachments on each link. This took about another hour, at the end of which the front of my shirt appeared to be suffering from a severe case of plastic dandruff.

These tracks are supposed to be click-link with no glue required.

I angled one link to allow the pin to slip into the corresponding recess in the second link, then brought the other end of the links together with a satisfying "click". The join seemed to be quite robust and was workable.

I repeated this process, making up four lengths of 35 links each. The assembly took around another hour. I was quite pleased to spend only three hours on the clean

and assembly of the individual link tracks.

The instructions suggest that the track run should be 72-73 links each side. I found that the links started to separate after I tried to wrap the full lengths around the tracks. I would re-clip the separated links and then they would break again in a different place. Eventually, with very delicate treatment, I managed

Basic construction is now almost complete.

That big empty engine deck is just too inviting!

to join the full run using 73 links per side.

At this stage I carefully placed the model on a flat table and checked the alignment of the road wheels. A couple of the wheels were riding a bit high, so I coerced them down and made the final adjustments thanks to the workable suspension. Once the wheels were all sitting nice and flat and I was happy with the drape of the tracks across the tops of the runs, I started working my way around the tracks with Tamiya Extra Thin Liquid Cement, gluing the tracks in position. Glue was also brushed between the tracks and the bottoms of the road wheels to ensure that the wheels stayed in place.

Now the completed lower hull was set aside to dry while construction continued elsewhere.

SMALL MERCIES

With the tracks complete, I returned to where I had left off. The upper hull is broken down into a main mid-forward section incorporating the turret ring and front hatches; a mid-rear section plus a four-part rear sub-assembly including the main engine vent. In essence, this means that the upper hull is made up from eight separate panels plus a myriad of detail parts. This might seem to be the stuff of nightmares but fortunately all the parts fit together very well.

I started with the large forward upper hull, Part A5. Before this is installed, the hull machine gun must be fitted. This is an incredibly fiddly five-part assembly, and I completely failed to make it workable. In fact, I was relieved to eventually get it to fit at all!

The forward upper hull was a tight squeeze between the sides of the hull tub, but the fit was perfect once the sidewalls were stretched to accommodate the part. Parts A15, A13 and A17 came next, starting on one side with Part A15 and working my way across to the other side. The hull was then put aside to set thoroughly before adding parts A12, A14, A16 and A18, completing the rear upper hull.

In addition to the kit's excellent fit, another small mercy is that some of the detail parts are actually moulded in place, making assembly a little easier than it might have been. The best examples of integrated moulding are the track guard hangers and mounts. The hangers are moulded to scale thickness and are integrated with the track guards themselves. They are very impressive.

The instructions are vague about the location of the rear track

guard hangers on each side of the hull (Parts Dc14 and Dc15), which incorporate the taillights. I found it best to install these after the track guards were in place.

The tiny tie-downs are also moulded directly to the hull and turret.

TURRET MATTERS

When Bronco first released this kit, the turret roof drew criticism. The point where the armour started sloping down was located around 2mm too far back, and the weld line was in the wrong location too.

To their credit, Bronco quickly issued a corrected turret moulding and offered it to modellers who had purchased the original kit. I was amongst those early adopters, so I can show you both the new and the original flawed turret shells.

Later boxings of Kit No. CB-35069 and all subsequent Bronco M24 kits have the correct turret included.

Bronco supplies quite a bit of detail inside the turret. The gun breech is particularly impressive. The turret traverse mechanism, co-axial machine gun (complete with its mount and ammunition box), gun sight, two different styles of radio and three seats are also included. Turret sidewall detail is minimal, however, and the turret floor is not included. The detail supplied is more than adequate for open hatches though.

The gun has been designed to recoil using a plastic spring. This is quite clever - the plastic spring alone is an ingenious piece of moulding - but it does seem to add unnecessarily to the gun's complexity. The breech is challenging enough with its delicate multi-part guard and absence of locating aids. The single view diagram in the instructions doesn't help much either, as there is plenty of margin for error. Test fit and test fit again is my best advice in this area.

After hunching over the gun breech and some of the other turret interior parts for most of an afternoon I was starting to lose the will to live. As I was planning to plug the hatch with a figure anyway, I decided to omit some of the parts that would not be seen. I fitted the basic co-axial machine gun and the gun sight, but left off the detail parts. I did however install the loader's and commander's seats, as well as the radio (Part E61).

I have to admit that even with the omission of some of the parts, the work was worthwhile as the detail is very impressive.

I did not install the clear individual vision blocks in the



The string for the tow cable was run through a thick mixture of Gator's Grip acrylic glue and water. This stiffens the string as it dries and helps hold it in place on the model.



Elements of Legend Productions' M24 Chaffee Stowage Set were used on the model. This has been designed specifically for the Bronco kit. Some of the resin castings are attached via multiple strips and blocks.

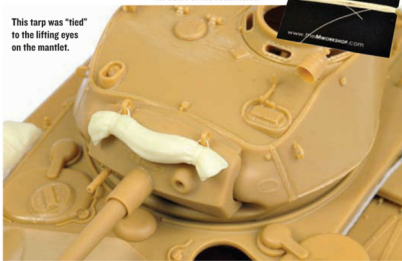


Legend has cast several stowage items together in some cases. They all fit nicely on the model with only minimal surgery.



The delicate photo-etched stowage basket on the rear hull had to go in order to make way for the new resin parts.

M Workshop's Non-Fuzzy String was used to depict tie-down ropes for some of the resin items.



This tarp was "tied" to the lifting eyes on the mantlet.



Kneadatite Blue-Yellow Epoxy Putty Tape was used to make up some custom stowage. Note the small square cut from the ribbon. This was more than enough to make up the three stowage items.



First the putty is rolled briskly between the palms to blend the colours and form a long thin sausage of putty.



The putty is then rolled into a ball and the process of rolling and kneading is repeated until the colour is perfectly consistent.



A large folded tarpaulin and two Air Identification Panels were formed from the green epoxy material.

commander's cupola. Instead, I filled these with green-tinted Krystal Kleer after the model was painted and weathered.

Don't forget to shave off the raised rim around the turret ventilator, which is moulded to the turret roof. This raised rim was a post-war feature.

The fittings on the turret exterior are mainly indicated by very faint recessed lines. You will need good light and possibly some magnification to line everything up properly. I also reinforced the radio antenna base (Part E52) with a brass pin after drilling corresponding holes in the side of the part and the turret. A hole was drilled into the top of the mount in preparation for the radio antenna too.

FINISHING TOUCHES

Now it was time to start adding the small detail parts. I worked backwards, from Step 38 to the beginning.

The kit's photo-etched parts are quite soft and easy to work with.

I particularly liked the cluster of tools on the starboard hull side. These plastic tools are supplemented with photo-etched mounts and straps - very effective.

The headlight brush guards are offered either as plastic or photo-etched parts. I thought the plastic parts looked the best option. I found that the easiest way to assemble these multi-part guards was to glue the main part to the hull first, then add the separate legs.

INTERMISSION

I was apprehensive about starting this kit due to the sheer number

of parts, the tiny proportions of a number of the suspension sub-assemblies and the small individual track links.

In the end, however, I found myself agreeing with the statement in the instructions - "It will require a little more care in assembly, but you feel the end result is well worth the effort."

Bronco's Chaffee certainly demands your respect, your attention to the instructions and ample time. The running gear and the gun breech with command the most patience in assembly. Even so, there is nothing that an experienced modeller won't be able to handle. The fit is excellent, and the click-link individual tracks are fast to assemble and look great on the model.

With the kit assembled, now it is time for the really fun part - painting and weathering! ■

Modelspec

Bronco 1:35 US Light Tank M24 Chaffee (Early Prod).
Kit No. CB-35069

Accessories Used:

Legend Item No. LF3242 - M24 Chaffee Stowage Set
Legend Item No. 3522 - US Tank Crew WWII
Legend Item No. 3555 - US Tank Crew

Tools and Materials

Tamiya Extra Thin Liquid Cement, Revell Contacta Cement, Selly's Super Glue, Micro Krystal Kleer, Tamiya Surfacer, Invala HP-CH Airbrush

✓ Very high level of detail; superb moulding; excellent fit; individual track links; nice interior turret elements.

✗ Complex suspension; many small parts; some fiddly assemblies; unnecessary gun recoil; lots of cleanup required.

Available from

Hannants - www.hannants.co.uk

Rating ●●●●●●●●



Less than half of the stowage from Legends' set was installed.



The model is now ready for primer and paint.

Next time
Brett paints and weathers
Bronco's 1:35 scale M24 Chaffee.

The Airbrush Company Ltd

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Graham Tetley is pleased to get his hands on the initial production version of the Panzer IV in 1:35 scale.

PANZER IV GENESIS

It has taken several decades for Dragon to cover the Panzer IV family. In that time we have had all sorts of versions from the B to the J. Finally, we have the last, albeit first, part of the puzzle – the Ausf. A.

Only 35 Ausf. As were built and they only saw limited use, mainly in the Polish campaign of 1939. It was only thinly armoured (14.5mm of frontal armour and 20mm on the turret) so was soon superseded by the Ausf. B and C.

The kit is packed with sprues and, in typical Dragon fashion, many are for existing kits. However, sprues C, G & N are new for this kit and comprise the parts for the Ausf. A upper hull, turret and all associated fittings, plus new outer road wheel tyres and return rollers. The etched fret is also exclusive to this kit. There is also some wire for the tow cable, a pre-formed shovel holder, clear parts for the periscopes and etched inner parts for the idlers. The instructions are easy to follow as this is just a one-version kit.

Inspection of the parts show the usual clean and crisp moulding we have come to expect from Dragon. There is no flash or moulding imperfections on my sample at all. The surface detail is very well done, including the many rivets, weld seams and countersunk screw heads. The hatches are separately moulded, which is useful for the turret as you get a full gun breech and turret basket to view.

CONSTRUCTION

The lower hull is typical Dragon Panzer IV so I will just deal with what is unique to this kit. To the standard lower hull you add the curved lower glacis and modified final drive housing. Alternate idlers are provided, as are tyres for the road wheels. What Dragon has done is given us just enough new tyres to fit all eight outer road wheels only. These have tiny embossed manufacturer's marks on them and differ from the normal wheels by have a more angled outer face.

Apart from the tools, all of the upper hull is brand new. It contains some lovely detail – the recessed screw heads are particularly noteworthy – and the vehicle's fenders are fully detailed on both sides. The tools are supplied in two versions, one with moulded on plastic clasp and one with plain plastic parts and etched holders.

We next move onto the turret, which is specific to this version. Dragon has correctly captured the shape and detail of this turret, with the unique one-piece side doors and their etched rain guards being a stand-out for me. As mentioned previously, a detailed gun breech is provided along with a Gen-2 MG34 for the co-axial weapon and a basic turret basket.

Markings for no less than 10 vehicles are provided – one is pre-war, five are from the Polish campaign and four are for unidentified units.

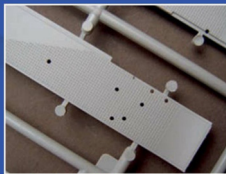
CONCLUSION

There isn't really a lot to say about this kit. Dragon's 1:35 scale Panzer IVs are superb and this one is no exception. From the new hull and turret to the now familiar lower hull, road wheels, Magic Tracks and tools, Dragon has done the IV A proud. I like it, but then I am a sucker for early war Panzers. Highly recommended. ■

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



Tread plate detail on the fenders.



Even the undersides are fully detailed!



The new front glacis.



The hull top in all its glory.



Exquisite detail on the hull roof.



Detail is also lavished on the engine deck.



The slide-moulded cupola does have some visible mould lines.



Nothing missed on the turret top.



The turret rear.



The photo-etched tool clasp.



Even the fender inner supports are perfectly presented.



The curved bow armour plate for the Panzer IV Ausf. A.



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SOVIET ARTILLERY TRACTOR Ya-12

LATE PRODUCTION

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35140

MiniArt

1:35

Graham Tetley gets to grips with an unfamiliar genre – Soviet WWII tractors – with this new 1:35 scale release from Miniart.

SOVIET TRACTOR

Not being all that knowledgeable about all things Soviet and World War II, this kit represents a change from the Panzer world for me. It is also unusual in that I have absolutely no reference material on it at all, so this is a straight 'What is in the box' look. Sometimes that is not a bad thing though. After all, I bet that you have bought a model on an impulse before, yes?

My experience with Miniart so far has been with their Valentine kits and this one has the same style of mould quality, instructions and presentation. What we get in the box are 5 sprues for the vehicle, then 15 for the track links, 1 etched metal fret, 1 clear sprue and a further 6 sprues with stowage in the form of 122mm shells and crates. A set of decals gives you markings for the shells and crates as well as six vehicles. There is a little bit of flash on some of the sprues, but the parts themselves are flash free. The instruction booklet has 41 steps with clear, uncluttered, drawings covering the tractor and a further eight for the shells and stowage. Overall quality is excellent. Some of the parts are very fine, so fine in fact that they had broken on the sprue, but more of that later. Detail provided is first class and I will highlight some stand-out areas as we go on. So, lets dive in!

Construction starts with the engine, which has a high level

of detail throughout. Just add plumbing for realism. We then move on to the chassis and suspension system. There are 5 sets of torsion bars mounts to assemble and these then affix to the separate chassis rails. I would recommend here that you assemble the chassis to the front and rear rails first and that all straight and true before you add the torsion bar units. I should add that the torsion bars are designed to be moveable as well. The chassis is completed by the addition of the engine, battery box, fuel tanks radiator and the mounts for the cab and cargo deck.

Moving on to the cab, the first thing that is apparent is the lovely woodgrain texture on the cab panels. There are no ejector pin marks visible on this detail. Thank you Miniart! The window frames are commendably thin but this resulted in one of mine being broken on the sprue, and all I can recommend is that you plan on how to get them off without them breaking apart. Inside the cab you get a basic set of driver controls and an instrument panel, but no decals for the instrument faces. When you attach the cab to the chassis there is a cover on the driver's side that hides the batteries. This also contains the headlight and I must say that the headlight guard is beautiful as moulded. The engine is covered by the bonnet (hood) and the side louvers so I would recommend

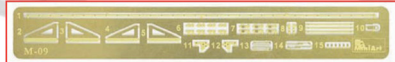
Careful test fitting and maybe deviating from the instructions here to get a perfect fit.

The instructions now have you assemble the tracks. These come as individual links and the detail on them is superb with the guide horns being very well represented. They are designed as clip-together but they are not workable. Don't go losing any links as 180 are provided and you need 174 for the kit so you have a slim margin to allow for tweezer launch.

We next tackle the cargo bed and, again, the woodgrain texture is represented beautifully. The bed itself is made from separate sides and includes benches either side that may be depicted raised or lowered. The beauty of that is that you can fill this with just about anything you like, from soldiers to the supplied cargo of 122mm shells. There is a lot of space, and a lot of opportunity. No cover is provided for this cargo bed, but the supports are there and moulded incredibly finely; and attached to the sprue by no less than 9 separate points. Replacement in brass wire may be best!

I don't normally go for Russian WWII stuff, but this kit could change my mind. At the time of writing this I have got the chassis and engine built and the fit is fantastic. Detail is first class and, despite it being an ugly looking beast, it has many hidden charms. Highly recommended. ■

Miniart kits are available online from Creative Models Ltd.
www.creativemodels.co.uk



The supplied photo-etched fret.



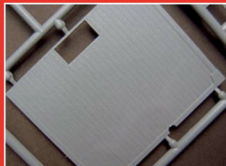
Just add water...



I'm a fan!



The plastic headlight guard.



Wood grain detail on the cab rear.



Nice sharp detail on the road wheels.



Track face detail.



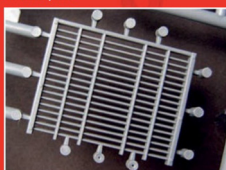
Lovely detail on the track guide horns.



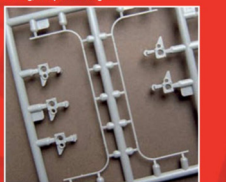
Detail on the transmission block.



Instrument panel.



The big, one-piece front grille.



The fragile cargo bed canvas mounts.

**BRAND NEW
TOOLING!**

Model detail
03096 SPz PUMA

03096 SPz PUMA, 1:35

Model detail Leopard 2A6 / A6M

Model detail Leopard 2A6 / A6M

03097
Leopard 2A6 / A6M, 1:35

Big Cats on the Prowl

1:35 Leopard 2A6/A6M and SPz PUMA

03097/03096

Introduced in 1979, the Leopard 2 main battle tank is still considered to be one of the best combat vehicles in the world. A continuously evolving development programme saw the 2A6 version enter service with the German Army in 2001, carrying the powerful L55 Rheinmetall 120 mm cannon and capable of reaching an impressive top speed of 72km/h.

The later 2A6M variant offered enhanced mine protection plus a number of internal modifications to improve crew survivability. It is currently on active service with a number of countries including Canada, the Netherlands and Portugal.

The PUMA armoured personnel carrier is the most modern infantry vehicle to be developed for the German Army. It combines the highest levels of protection with excellent mobility and firepower plus its modest weight makes it extremely suitable for air transportation.

It also offers a close range observation and control system that acquires and evaluates important target data that the digital fire control system then utilises to direct the stabilised main cannon. Carrying 3 crew and 6 infantrymen the PUMA is currently undergoing operational proving with the German Army and the first vehicles are likely to go into service in 2013.

Both the **PUMA** and **Leopard** model kits feature:

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Build Your Dream!



José Brito creates a refugee scene with Tristar's Aklett-built 1:35 scale Panzer IV/70 (A) as the centrepiece.

AKLETT EPILO



The recent 1:35 scale Panzer IV/70(A) from Tristar is a really nice kit. Everything we need to make a great replica is inside the box. The kit is presented in tan coloured plastic with very subtle surface detail. The fit is top quality and the model is very accurate overall.

Inside the box we find decals for three different versions, photo-etched parts, crisply printed decals, a bonus four figures (Tristar German Panzer Grenadiers Vol. 2, item 005) and individual track links. What more could we ask for?

CONSTRUCTION

The Tristar kit includes a small photo-etched fret. Even so, I decided to use another one from Royal Model. This meant that I could get the best from both and make a model that was even more accurate and detailed. They added that extra touch of detail to the model.

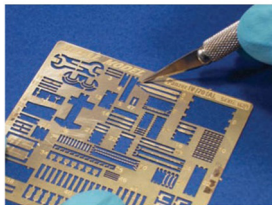
The parts must be gently cut from the photo-etched frets with the help of a brand new blade. The cut must be made in the marked spots. Once the parts are cut from the fret, we must see if they are completely flat and if it is necessary to clean up any remaining fret attachments.

Specific tools such as the photo-etched workstations from Small Shop are very useful when working with photo-etch. We might achieve the same results with pliers, but if you want the best results and if you are a regular modeller, then this is a great investment. Tools like this allow photo-etched parts to be bent into a wide variety of shapes and the results are always great.

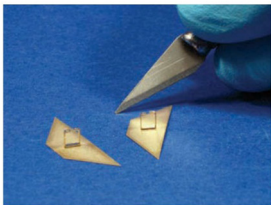
All the small photo-etched parts are glued in place with the help of Deluxe Materials Rocket Hot Glue. Being an ultra thin glue, this is ideal to work in the capillary method.

All the major assemblies and small details were glued with the help of Deluxe Materials Plastic Magic Glue. For the best results I use their Pin Magic applicator. The Pin Magic applicator will allow an ultra control, because the Plastic Magic Glue is ultra thin. Being so thin, is ideal to work as capillary.

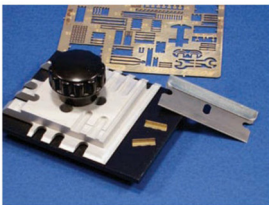
The weld seams were made in thin plastic strips and then shaped with the help of liquid glue and a ▶



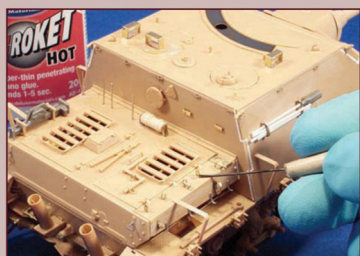
The Tristar kit offers a small photo-etch sheet but I also used an aftermarket set from Royal Model.



The photo-etched parts must be gently cut with the help of a brand new blade.



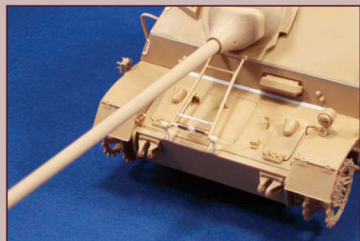
Specific tools like the photo-etch working stations from the Small Shop are very useful to work with photo-etch. With some pliers we can achieve the same results, but if you want the best results and if you are regular modeller, then this is a great investment.



All the small photo-etch parts are glued in place with the help of Deluxe Materials Rocket Hot Glue.



All the major assemblies and small details were glued using Deluxe Materials Plastic Magic Glue.



Note the weld seams made in thin plastic strips and then shaped with the help of liquid glue and a pin.

◀ TANK Company set A-140 was used in order to add some extra detail to the model. All the items are in resin and they are very accurate and attractive.

Even being very nice items, we can always add some scratch work to represent some in-field adaptations. Small details like this can really improve our models and add an extra touch of realism and visual interest.

Friulmodel tracks, are they really necessary? In my opinion, yes!

The individual track links provided by Tristar are accurate and well detailed but they are no match for the Friulmodel tracks.

All the extra work and details really improve the final look. The model looks much more accurate and detailed.

PAINTING

The entire model was airbrushed in Vallejo RAL 7028 German Dark Yellow Surface Primer. Vallejo primers dry very fast and turn the surface very smooth, ideal for airbrushing. They must be airbrushed in several thin coats in order to keep the surface detail.

Once the primer was dry, the entire model was airbrushed in Vallejo Model Air 71025 Dark Yellow. Like the primer, this was airbrushed in several layers.

To achieve the Zenith Transformation, the top parts of the model were airbrushed in Vallejo Model Air 71075 Sand.

Before starting the weathering and finishing, we must apply the decals. In order to obtain a smooth surface suitable for the markings, the model was airbrushed in Vallejo Gloss Varnish 70510.

Micro Set from Microscale is a setting solution and will improve

the decal setting in the surface. Once the decal is in place, we can now apply Micro Sol from the same company. This product will soften the decal and increase the setting. In fact this product will almost destroy the decal. The decal might look wrinkly and damaged but do not worry, once the Micro Sol is dry, the decal will look great and will look as if it is painted straight on to the surface.

To finish the job, the entire model was airbrushed in Vallejo Model Air Matt Varnish. The varnish will protect and seal the decal.

WEATHERING AND FINISHING

Weathering commenced by applying thousands of small scratches. The process started with the help of a small sponge and ended with a very fine brand new brush. Several colours from Vallejo Model Colour's range were used in order to achieve a more realistic look.

All the primed parts, like the wheels, were painted in Vallejo Model Colour 885 Hull Red.

Smaller details were also picked in MIG Productions 502 Abteiling oil colours. Their range of colours is huge and ideal for all kind of weathering and detail work.

Several spots were treated in MIG Productions Standard Rust Effects and Light Rust Effects. Then, small details were picked in MIG Productions Dark Wash applied mostly in the recessed areas and around small details.

Buff from the MIG Productions 502 Abteiling oil colours range was also applied in the top parts in order to get emphasise the zenith effect.

Shadow Brown and Wash Brown oils from the same range were



TANK company set A-140 was used in order to add some extra detail to the model. All the items are in resin and they are lovely and very accurate.



I added some scratch work to represent some in-field adaptations. Small details like this can really improve our models and add an extra touch of realism and visual interest.

also applied in the side walls and in order to represent the exposure to the elements.

The dusty look was achieved using MIG Productions pigments. Several colours must be used in order to get a more realistic look. In the meantime we must have some care. The colours must be accurate and in the right spots. Also, we must not overdo this

process; otherwise our model will look inaccurate and unrealistic.

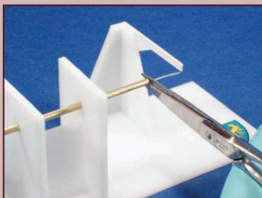
The pigments were fixed in place with the help of MIG Productions Pigment Fixer and Thinner for Washes. All we have to do is apply several drops over the pigments by brush and let leave to dry. During this process the model will turn very dark and it seems that the pigments disappear, but once the

fixer and thinner evaporates the pigments will appear again and they will look very natural and realistic.

The final weathering step is applying an ultra thinned wash of Mig Productions Dark Wash all over the model. The Dark Wash must be well thinned in Mig Productions Odourless Turpentine from the 502 Abteilung range.

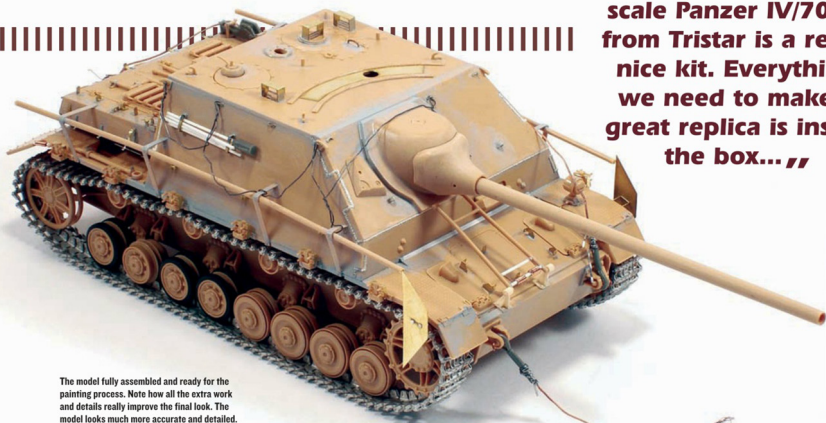
BASE AND DIORAMA

All my projects start with several sketches. This step is very important because it defines the composition and the positions of all the elements. The elements must be placed in a dynamic way and according invisible diagonal lines. We must avoid at all cost placing elements parallel to the sides of the base. ►



The individual track links provided by Tristar are accurate and well detailed but they are no match for the Friulmodel tracks. With Friulmodel tracks we can get the natural and ultra realistic sag. Why? Because we have something called gravity. All we have to do is place the assembled metal tracks in the model and let the gravity do all the rest. The final result is lovely and ultra realistic. Assembling the Friulmodel tracks is a time consuming process. All the links must be individually prepared for the assembling. Personally I like to drill all the holes where the metal pin will be introduced. The several links are assembled in small segments and the metal pins are introduced in the right spots (like real life in I-I). Once all the segments connected, all we have to do is apply small drops of glue to keep everything in place. In this case I used the Deluxe Materials Rocket Rapid Glue. Being thin and super strong glue, is ideal to use as capillary and reach the most difficult spots. With the help of a nail cutter, all we then have to do is cut the excess of the metal pin.

“The recent 1:35 scale Panzer IV/70(A) from Tristar is a really nice kit. Everything we need to make a great replica is inside the box...”



The model fully assembled and ready for the painting process. Note how all the extra work and details really improve the final look. The model looks much more accurate and detailed.



The metal tow cables from Portuguese company RMG also look very authentic and with a very natural bending.

◀ The next step is to transfer the idea and the sketch to the base. We really must spend the necessary time in this step. This is one of the most important steps of all and will define the final look of the entire scene.

As usual, I used a wooden base and made the sidewalls from balsa wood. This will form a box and the volume will add an extra touch of interest to the base and piece.

At this point we can define all kind of shapes. Balsa wood is very easy to work and cut. All we have to do is mark the parts to remove and then gently remove them with the help of a scalpel.

The interior was filled with isolation and florist's foam. These products are cheap, easy to find and easy to work with. They are also very lightweight and ideal to

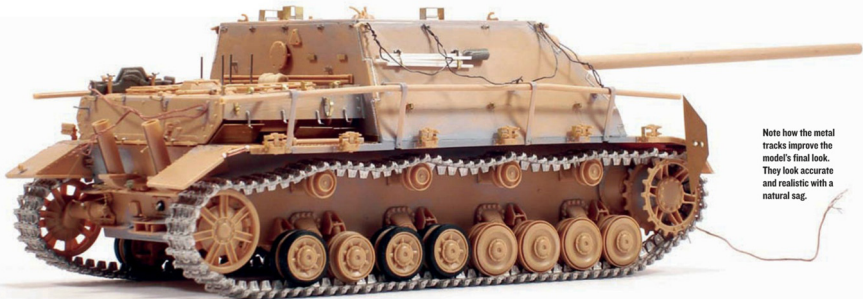
fill big areas. Several layers of white glue were applied in order to ensure a strong bond.

Mig Productions item MP 35-32 Cobblestone Street Section was used for the paved road. Every box has two resin pieces and the detail is very, very nice.

Both parts were placed diagonally according to the previous plan. This diagonal position adds more movement and visual interest to the scene.

The excess was marked with a soft pencil and a small saw was used to remove it. Watch your fingers! The remaining parts can be used in future projects.

The street parts were glued in place with white glue and all the terrain parts covered in Vallejo Brown Earth 26219 paste. Vallejo pastes are a coloured, slightly ▶



Note how the metal tracks improve the model's final look. They look accurate and realistic with a natural sag.



The entire model was airbrushed in Vallejo Surface Primer RAL 7028 German Dark Yellow. Vallejo primers dry very fast and turn the surface very smooth, ideal for airbrushing. They must be airbrushed in several layers in order to keep the surface detail.



Like the primer, the base colour was airbrushed in several layers in order to keep the surface detail. To achieve the Zenith Transformation, the top parts of the model were airbrushed in Vallejo Model Air 71075 Sand.



Once the primer was completely dry, the entire model was airbrushed with Vallejo Model Air 71025 Dark Yellow.



I do not like the colour modulation approach. In my opinion the zenith transformation approach turns the model much more interesting and represents much better the natural or solar illumination.

SCALE

1:24

G4

WWII German Leader's Car



ICM
We're in the Red

www.icm.com.ua



Before starting the weathering and finishing, we must apply the decals. In order to ensure a smooth surface, the models were airbrushed in Vallejo Gloss Varnish 70510. Micro Set from Microscale was used to get the best results from the decals. Once the decals were in place, I applied Micro Sol from the same company. This product will soften the decal and increase the setting.



To finish the job, the entire model was airbrushed in Vallejo Model Air Matt Varnish. The varnish will protect and seal the decal.



The weathering started by applying thousands of small scratches. The process started with the help of a small sponge and ended with help of a very fine brand new brush. Several colours from Vallejo Model Colour range were used in order to achieve a more realistic look.



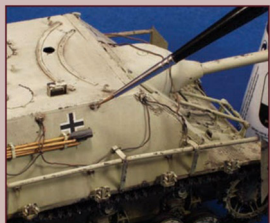
All the primed parts, including the wheels, were painted in Vallejo Model Colour 885 Hull Red.



Smaller details were also picked in MIG Productions 502 Abtelling oil colours. Their range of colours is huge and ideal for all kind of weathering and detail work.



Several spots were treated to MIG Productions Standard Rust Effects and Light Rust Effects.



Small details were picked in MIG Productions Dark Wash applied mostly in the recessed areas and around small details.



Oil Buff from the MIG Productions 502 Abteiling oil colours range was also applied in the top parts in order to get more evident highlight effect.



Shadow Brown and Wash Brown oils from the same range were also applied to the sidewalls and in order to represent the exposure to the elements.



The dusty look was achieved with MIG Productions pigments. Several colours were used in order to get a more realistic look.



◀ gritty compound of acrylic resin, pigment and micro particles. Applied with a brush or spatula, the product is easily shaped to render a sandy beach, desert dunes, churned up mud terrain of all kinds of conditions. It can be also used for rust and weathered metal textures. It dries in about 30-45 minutes and the brushes or spatulas can be cleaned with water. The pastes may be mixed with any Vallejo products to achieve all kinds of finish.

All the bricks and cobblestones came from the Royal Model range. They were mixed with fine sand in order to get a "debris mix".

The debris mix was applied in consecutive layers with the help of a coffee spoon. Once the

debris mix was in place, white glue mixed with water was gently applied with the help of a syringe. Once all the spots were treated, I let the glue dry for about 48 hours. The white glue provides a strong bond and once well dry is completely transparent. After 48 hours all we have to do is remove the excess and, if necessary, add more debris and repeat the process. This is a very simple and effective way to reproduce ruins and destroyed spots.

The fit must be tested several times in order to obtain a realistic placing of all the elements, especially the model's running gear and tracks.

The resin street sections were primed in Vallejo Surface Primer 70601 Grey. Once the primer was dry, all the cobblestones were individually painted in white and grey colours from the Vallejo Model Colour range.

All the debris and soil parts ▶

The final weathering step is applying an ultra thinned wash of Mig Productions Dark Wash all over the model. The Dark Wash must be well thinned in Mig Productions Odourless Turpentine from the 502 Abteiling range.

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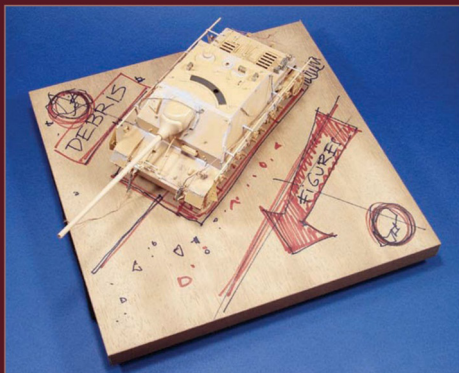
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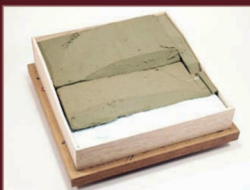


All my projects start with several sketches. This step lays out the composition and positions of all the elements. The elements must be placed in a dynamic way and according invisible diagonal lines. We must avoid at all cost placing elements parallel to the sides of the base. The next step is to transfer the idea and sketch to the base. We really must spend the necessary time in this step. This is one of the most important steps of all and will define the final look of the entire scene.

As usual I used a wooden base and made the sidewalls in balsa wood. This created a box. The volume will add an extra touch of interest to the base and the model.



At this point we can define multiple levels. Balsa wood is very easy to work and cut. All we have to do is mark the parts to remove and then gently remove them with the help of a scalpel.



The interior was filled with isolation and florist's foam. Several layers of white glue were applied in order to give an extreme bond.



Mig Productions item MP 35-32 Cobblestone Street Section was used for the paved road. Every box has two resin pieces and the detail is very nice. Both parts were placed in a diagonal way and according the previous studies. This diagonal position adds more movement and visual interest to the scene.



The excess is marked with a soft pencil.



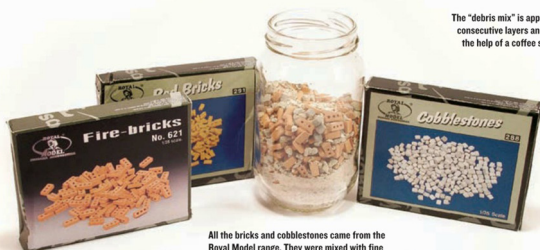
A small saw is used to remove the excess. Watch your fingers!



The remaining parts can be used in future projects.



The street parts were glued in place with white glue and all the terrain parts are covered in Vallejo Brown Earth 26219 paste.



All the bricks and cobbles came from the Royal Model range. They were mixed with fine sand in order to obtain a "debris mix".

The "debris mix" is applied in consecutive layers and with the help of a coffee spoon.



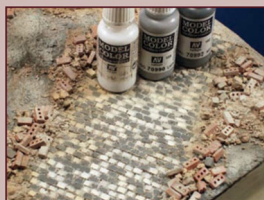
Once the debris mix was in place, white glue was mixed with water and gently applied with the help of a syringe. Once all the spots were treated, we let the glue dry for about 48 hours. The white glue provides a strong bond and once well dry is completely transparent. After 48 hours all we have to do is remove the excess and, if necessary, add more debris and repeat the process. This is a very simple and effective way to reproduce ruins and destroyed spots.



The fit must be tested several times and in order to obtain a realistic placement of all the elements, especially the model's running gear and tracks.



The street resin sections were primed in Vallejo Surface Primer 70601 Grey. They must be airbrushed in several layers in order to keep the surface detail.



Once the primer was dry, all the cobbles were individually painted in white and grey colours From Vallejo Model Colour range.



All the debris and soil parts were airbrushed in heavily-thinned layers of brown and sand colours from Vallejo Model Air range.



The base ready to receive the final weathering and finishing work.



The space between the cobbles was darkened in oils from the Mig Productions S02 Absorbing range. In this case Shadow Brown and Wash Brown were used.



Mig Productions' Wash Brown was also used in order to add colour variation to the debris and ruins parts.



Both ruins and road received several layers of pigments and fixed in place with the help of MIG Productions Pigment Fixer.



The base is finished and ready to receive the tank and figures. Look how all the products and techniques combined allow reproducing a very convincing and accurate base.



My initial idea was to use some refugee figures from Royal Model. As usual, the figures are just great and are flawlessly cast. The poses and fit are very nice. The figures were primed in Vallejo Acrylic White Primer 73600. Once dry, they were airbrushed in Vallejo Model Air 71076 Skin Tone.



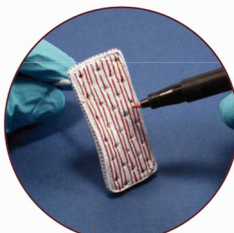
The figures were painted entirely in Vallejo Model Colour, except the flesh tones that were painted in oils from the Winsor & Newton range.



The wooden parts from the cart were treated to Mig Productions Wood Aging Solution. The dusty look was achieved by applying Mig Productions pigments directly from the jar. They were applied with the help of a small flat brush and fixed in place with Mig productions Pigment Fixer.



Here, the man pulling the cart is fully assembled, painted and weathered.



The mattress is also a Royal Model item. The red stripes were painted with the help of a permanent marker, then it was weathered in the same fashion as all the other items.



The Dalmatian of War...

All the elements in place on the base.



“As usual from Royal Model, the figures are just great and present a flawless resin casting...”

◀ were airbrushed in heavily thinned layers of brown and sand colours from Vallejo's Model Air range.

The space between the cobblestones was darkened with oils from the Mig Productions 502 Abteilung range. In this case Shadow Brown and Wash Brown were used.

Mig Production Brown Wash was also used in order to add colour variation to the debris and ruins parts.

Both ruins and road received several layers of pigments and fixed in place with the help of Mig Productions Pigment Fixer.

All the products and techniques combined allow reproducing a very convincing and accurate base.

FIGURES

My initial idea was to employ some refugee figures and there are none better than the new sets from Royal Model. As usual from this company, the figures are just

great and present a flawless resin casting. The poses and fit are very nice too.

The figures were primed in Vallejo Acrylic White Primer 73600. Once dry, they were airbrushed in Vallejo Model Air 71076 Skin Tone.

The figures were painted entirely in Vallejo Model Colour, except the flesh tones that were painted in oils from the MIG Productions range.

The wood parts from the cart were treated in Mig Productions Wood Ageing Solution.

The dusty look was achieved by applying Mig Productions pigments directly from the jar. They were applied with the help of a small flat brush and fixed in place with Mig Productions Pigment Fixer.

The mattress is also a Royal Model item. The red stripes were applied using a permanent red marker. It was then weathered in the same fashion as all the other items.

CONCLUSION

This was a very enjoyable project and a great opportunity to use the new Panzer IV/70 (A) from Tristar. This was also an excellent chance to include civilian figures in a diorama.

Hope you like it! ■

Modelspec

Tristar 1:35 Panzer IV/70 (A) Sd.Kfz. 162/1

Kit No. 35048

Model Accessories Used:

- 1:35 Royal Model, Micro Detail Set for Panzer IV/70(A), Item 131
- 1:35 Royal Model, Mother with her children, Item 636
- 1:35 Royal Model, Evacuee pulling cart, Item 628
- 1:35 Friisimodel, Panzer III/IV, Item AT1:28
- 1:35 Tank, Equipment for Panzer IV, Item A-140
- 1:35 Mig Productions, Cobblestone Street Section, Item MP 35-32
- 1:35 Royal Model, Fire Bricks, Item 621
- 1:35 Royal Model, Red Bricks, Item 291
- 1:35 Royal Model, Cobblestones, Item 288
- 1:35 Royal Model, Assorted suitcases, Item 664
- 1:35 Royal Model, Mattresses, Item 663
- 1:35 Royal Model, Civilian clothing, Item 645

Materials and Paints Used

Hood glue; Deluxe Materials glue solutions; Florist foam; Wood base; Injected plastic; Resin parts; Plastic card; Metal parts; Vallejo primers, acrylics, washes, pigments, pastes and thinners; MIG Productions pigments, oils, washes, fillers and thinners; Graphite soft pencil; Aquaplast - Robbiolac; Fine sand

✓ The new Tristar Panzer IV/70(A) Sd.Kfz.162/1 is a stunning kit. Lots of parts and with a great detail.

✗ Nothing worth mentioning.

Available from

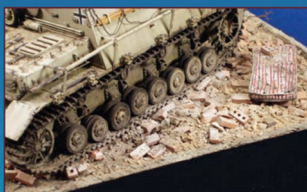
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Rating ●●●●●●●●

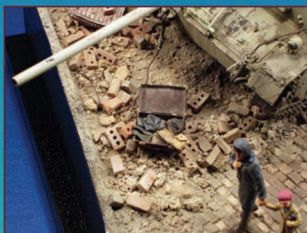
The girl, the man and the cart.



The abandoned mattress adds some interest on the other side of the vehicle.



An open suitcase has been positioned in front of the vehicle.



De facto star of Tankfest 2012 – the Churchill Mk.IV.

TANKFEST 2012

Andrew Willis reports on the wealth of armour on display at Tankfest 2012.

Saturday 30 June and Sunday 1 July 2012 saw the now annual Tankfest show at the Bovington Tank Museum. It is now sensibly set to coincide with Armed Forces Day, which is on the last Saturday in June.

This year again followed more recent shows in being a general tribute to armoured vehicles rather than having a special theme as was tried a few times in the past. This helps with the range of vehicles being displayed, as all nations and periods can be on show.

Each show has its star and following on from the success of the Tortoise last year, this year's star was to be the Black Prince. The Black Prince was designed to be the successor to the Churchill and was to carry the excellent 17 pounder gun. However, it never went into production as the Centurion was seen to be a better design, and the rest as they say is history. As with the Black Prince not going into service as planned at the end of the Second World War, neither was it able to put in an appearance at Tankfest. Sadly, after all the hard work put in by the team of volunteers and museum staff to get it in running order, it blew a head gasket. Not only did the blown gasket mean it

could not be run round the arena, but it could not be put on display as it was leaking oil.

It was quite ironic then that, for me at least, the new star of the show was the Churchill Mark IV. This has been wonderfully restored by the team from the Isle of Wight Tank Museum and put on a very nice display alongside the Tiger I, and even drove over the knife edge - a photo opportunity which I was not expecting, so thanks guys and hopefully see you next year.

To fit in with the 10th anniversary of Tankfest at the Tank Museum (previously it was held at the nearby Clouds Hill area), they ran 10 Chieftains. Now I must confess that this did not appeal to me too much when I saw it on the program but I have to say it was impressive as they were so varied ranging from Bridgelay to Stillbrew taking in driver training and Khalid among others on the way.

Right - that is enough words. Hopefully the photos will give a true feeling of the show. If any reader has not been to Tankfest yet then I recommend planning in next year's show. There is also a second Tiger day at the museum planned for 30 March 2013. All the details may be found at www.tankmuseum.org



The Black Prince, stowed away after much hard work due to an untimely blown head gasket.



One of the many Chieftain variants running around the track.



It's raining Chieftains! Although there was no formal theme, there were no less than ten Chieftains of all variants running around Tankfest 2012.



Successor to the Chieftain – the Challenger 1.



Saracen six-wheeled armoured car.



Canadian Lynx APC.



The FV434 is the Armoured Repair Vehicle variant of the British Army's FV430 series of armoured fighting vehicles.



The Alvis FV601 Saladin armoured car entered service in 1958.



Warrior over the knife edge.



The desert camouflage fittings are of interest on this Warrior.



The Scimitar is an armoured reconnaissance vehicle.



This Scimitar is fitted with bar armour for additional protection as part of the Life Extension Programme (LEP).



The Tank, Infantry, Mk IV (A22), better known as the Churchill!



The Comet – just too late to have an impact in the Second World War.



The EE-11 Urutu is a 6x6 armoured personnel carrier developed by Engesa of Brazil.



The AVGP Cougar 6x6.



The Cougar is a Canadian general purpose fire support vehicle.



The Panther is in use with various British Armoured, Armoured Recon and Armoured Infantry Units.



The Bronco All Terrain Tracked Carrier (ATTC) is a twin chassis multi-purpose articulated tracked carrier armed forces is known as the



Bronco All Terrain Tracked Carrier is known as the Warthog in British service.



A Daimler 4x4 armoured car.



CARRV - a Challenger Armoured Repair and Recovery Vehicle.



A Marmon-Harrington Armoured Car.



The Morris Mk.I Armoured Car.



The MT-LBu (ACRV) is a Soviet multi-purpose fully amphibious armoured carrier.



The Type 59 was a Chinese manufactured version of the Soviet T-54.



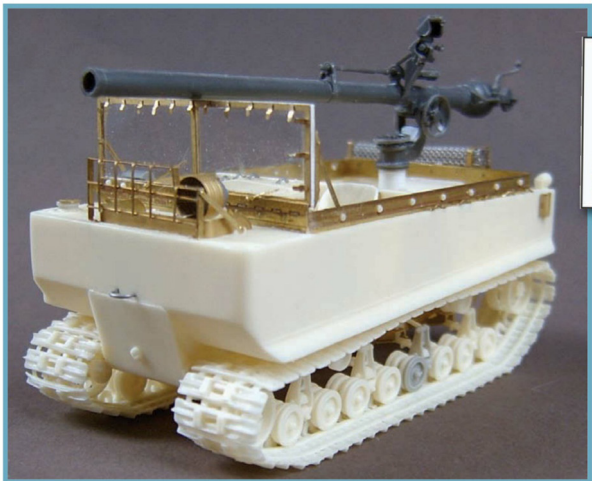
The M3 Light Tank, known as the Stuart in British WWII service.



An M4A2 Sherman fitted with a 76mm gun.



M60A3 US Main Battle Tank.



1/35 American M29 Weasel



No.35501

www.lzmodels.com

Scale 1:35

contains 1 highly detailed and accurate model

330 resin parts
100 PE parts
2 plastic parts, wash and wire needed for assembly
glue and paints not included
suitable for advanced modellers
keep safety rules for work with resin

LZ Models' 1:35 scale M29 Weasel is a multimedia kit with 330 resin parts and 100 pieces in photo-etched metal.

Graham Tetley builds LZ Models' 1:35 scale M29 Weasel with a big gun on steroids!

ICE COLD IN OSLO

One of the great things about occasionally being asked to build a kit for someone else is that you don't know what you will get. When this kit arrived, the instructions were to 'put a big gun in it' and a photo was enclosed of one in Norway, just to prove that it did indeed carry a big gun. When I think that, in real life, the Weasel is about the same size as my car, somehow I can't imagine a 106mm recoilless rifle sticking out of the sun roof!

I had not heard of LZ Models before this kit arrived so was somewhat curious to see what

it was like. Let me tell you, I was impressed. An initial inspection revealed that all resin parts were flawlessly cast with the minimum of mould seams and casting blocks. It is apparent that this kit has been mastered and cast by someone who cares. Instructions come on a CD with a link to their website where an updated version was available. Not only do you get resin, but three sheets of etched metal, two sticky-backed dials for the instruments, a decal sheet and various bits of wire. So, after fondling the parts, making sure that everything was there, and studying the instructions, let's dive in.

GETTING STARTED

Normally I like to follow the instructions to the letter, but I felt here that I had to deviate a lot. That is just personal choice and no criticism of the instructions themselves. What I wanted to do was deal with the main hull and get the suspension and tracks on first, so to start off with I took a day out to clean up all of the teeny-tiny suspension items and road wheels.

The main hull comes as one hollow shell to which you add the hull floor and the lower tub that mounts the suspension. A tiny bit of filler is needed

around the edges, but overall the fit is impressive. Before you fit the two upper hull panels you do need to jump ahead and follow the photos that show you how to wire up the plumbing to and from the radiator. This is impossible to do with that top panel fixed in place, so I can't emphasise enough that you need to study the instructions and plan ahead.

WARNING - PATIENCE REQUIRED!

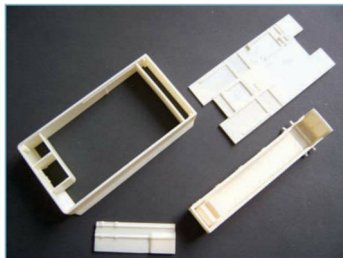
Next, we turn to the suspension. Take great care to get the suspension arms level as they are



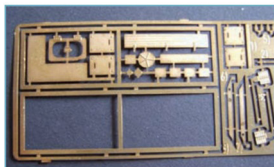
The jig for bending the tracks.



Detail on the underside of the tracks.



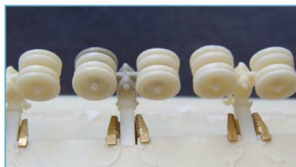
The main hull parts out of the box.



The etched brass window frames.



One of the completed suspension units.



All those tiny parts come together.



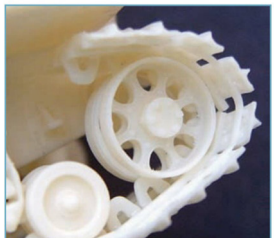
The instrument panel, initially applied upside-down.



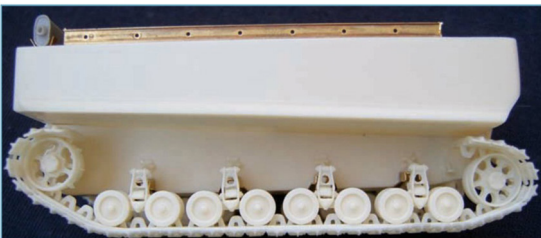
The instrument panel, now the correct way around.



With the radiator in place. Note the tiny filler cap.



Although bent with the jig, a hairdryer was needed for the tight curve here.



One completed lower track run.

the key to everything here - the instructions wisely suggest that you construct a spacer. Once all eight suspension arms are level I then attached the etched supports which are soon in place. Now it is time to feed The Carpet Monster and attach all 16 teeny bump stops. I recommend a toothpick with a bit of Blu-Tack on the end to keep The Carpet Monster hungry!

Each suspension unit is made from a one-piece mount and eight roadwheels - four inner and four outer ones. Steady fingers and a magnifying glass are the way to go here! The way that they mount to the suspension arms is not very positive in that they simply sit onto the 'curled' spring end and the swing arms Part A35 affix to the top. The problem is that you have to cut A35 to the correct length, which you cannot do until the

suspension units are in place. What I did was carefully balance each end suspension unit at the end of each spring and apply a small amount of thin superglue to the join. Doing it this way allowed me to get it all straight and level and then fit the inner units. This bit really tested my patience, so you have been warned.

When I got to the mounts for the sprockets and idler I found that it was easier to drill and pin the parts to get a better fit. Now we get to the tracks. These are provided in lengths with separate guide horns, the idea being that you pre-bend the tracks and then add the guides. A jig is provided for bending the long run of track and I used a hairdryer to soften and bend the resin track into shape. With that run done, I used it as a guide to then position the rear idler exactly. A little tweaking was

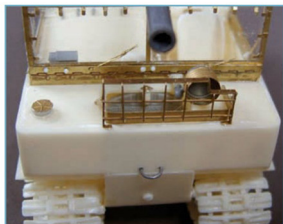
needed with a hairdryer to get the bends to properly confirm to the sprocket and idler, but before the top run was fitted I then assembled the return rollers. Again, I found that the metal supports had no bending guides so you will need to exercise care to bend correctly so that the inner brass supports fit. Once done though, it was a simple case of slotting in the upper track run and sanding to fit. Once I was happy with the fitting of the track, the whole lot was removed so that the inner guide horns (seemingly hundreds of them) could be fitted. And that is that - the most difficult part of construction is completed. Phew - well, almost. I built this whilst on holiday and, despite being well packed, when I got home the right side suspension had been shattered. Imagining my glee at having to repair it all!

THE WINDSCREEN OF DOOM

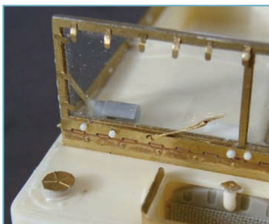
I had been putting off the windscreen assembly for as long as I could, but it could not be avoided any longer. What you have to do is sandwich a piece of clear plastic between two etched frames. Care with the superglue and a set-square to get it all lined up will see you with the windscreen completed and ready for the many etched tie-downs. Again, there are no bending guides on these tiny parts so a few hours and a production-line approach saw me with two dozen of them bent to shape and fixed on the windscreen. The wipers are also in etch but I found them impossible to bend accurately, in fact one snapped as you can see in the photos. I will put it down to battle damage. ►



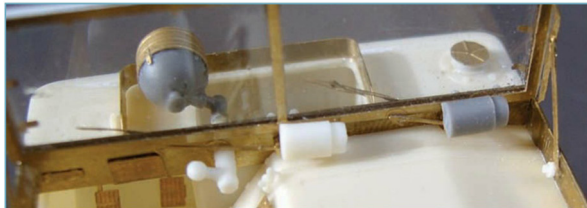
No overweight soldiers here!



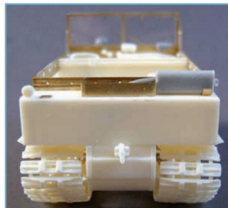
Bending that headlight guard was tricky.



The teeny etched windscreen wiper.



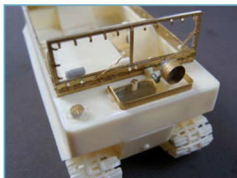
Inner windscreen detail.



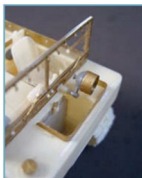
Rear view.



The basic hull completed.



Completed front end.



Close up of the light.



More lovely internal detail.

ALMOST THERE ...

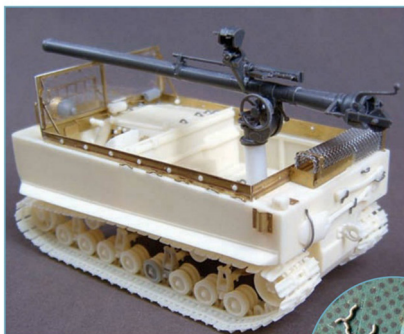
There are lots of teeny tie-downs that festoon this vehicle and whilst you do get some wire in the kit, I prefer to use fuse wire. Using a piece of scrap plastic, I cut lengths of wire and just bent and squeeze them over the plastic to get the correct shape. The same applies for the holders for the rear tools in that I bent the fuse wire to shape. The instructions show straps made from foil (not sure why an etched part was not provided) but I didn't bother making them simply because I built this whilst on holiday and didn't have any to hand. All I can say is that the myriad of tiny etched and resin parts need a good set of tweezers and lots of patience to get into place. Do not rush anything, take your time, and it will fall together.

I must admit to rushing the assembly of the exhaust guard and if I had to do it again I would replace the kit-supplied mesh

with something more pliable. The front guard though is very nice. It comes as a one-piece affair where you simply bend the 'bars' over each other. Once done it looks the part. We can now power on and complete the rest of the assembly which is mainly trouble-free, all I can say is that the myriad of tiny etched and resin parts need a good set of tweezers and lots of patience to get into place. Do not rush anything, take your time, and it will fall together.

MY, WHAT A BIG GUN YOU HAVE!

To me the Weasel looks boring just as it is, so it needed some jazzing up. What better way to do this than to stick a big gun in it? The Norwegians must have had the same idea as they successfully fitted a 106mm recoilless rifle to this little vehicle and this gave me all the inspiration that I needed. After having the Skybow 106mm gun donated for the project I was



Note that the gun is as long as the vehicle.

This is how I made the tie-downs.

ready to go, but was somewhat stumped as to how it mounted in the vehicle. A search of the Internet revealed little information. In fact all I could find were a couple of side views. In the end I have 'guesstimated' the mount, which was made from plastic card & rod with bolts carved from a Dragon Panzer IV sprue. You get rear seats for the crew compartment but, again, having no photos I decided to leave them out.

The gun was assembled as per the instructions and no problems were encountered, and the rod that I used for the mount was the correct diameter for the gun mount to simply slide in. Photos revealed a basic gun crutch attached to the front hull but I didn't have anything clear enough to build it from. Anyway, the person getting the kit wasn't bothered so neither was I!

IT'S A WRAP

So there we have it. This is an unusual little vehicle and one that LZ Models have reproduced beautifully. It is not a kit for the faint-hearted, nor is it a good one for your first resin kit, simply due to the large amount of brass and size of the majority of its pieces. That said, I was very impressed with the standard of casting, detail and presentation in this and, apart from the lack of bending guides on some etched parts, I cannot fault this. It has been produced by someone who cares, and it shows. It can only come very highly recommended. ■



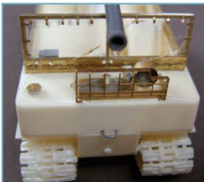
The completed rear end.



The etched guard support in place.



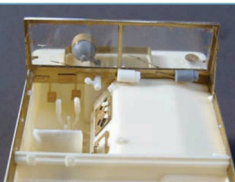
Detail shot of the front etched guard.



The completed front end.



Tie-downs in place on the engine cover.



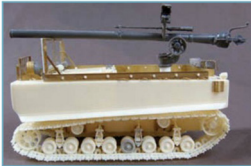
Wiper motors installed.



The business end!

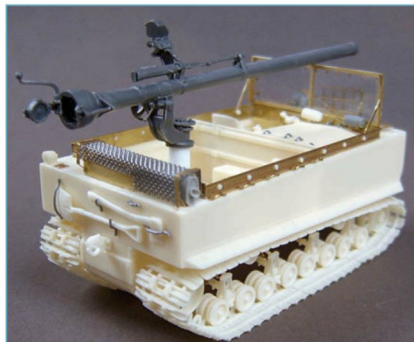


A nice profile of the gun.



Cute and cuddly, isn't it?

“It has been produced by someone who cares, and it shows...”



The finished model.



“The Red Army received about 1,000 Matilda tanks during WWII. The Matilda was a stopgap until Soviet armour production could stabilise...”



MATILDA FOR THE MOTHERLAND

Harvey Low transforms Tamiya's 1:35 scale new Matilda to a Soviet version using Tiger Model Designs' resin conversion.

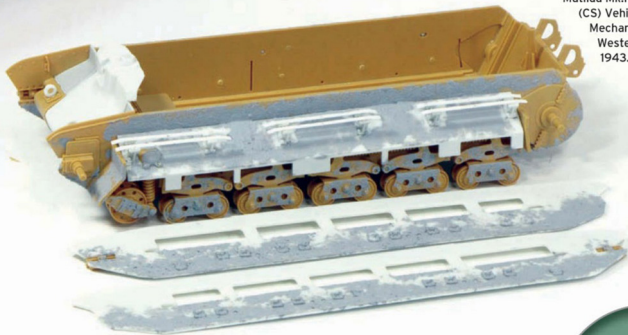


The Lend-Lease program of WWII needs no introduction to the connoisseur of military history. What is less well-known is the range of equipment that was actually sent to the Soviet Union.

The Red Army received about 1,000 Matilda tanks during WWII. The Matilda was a stopgap until Soviet armour production could stabilise. They saw action right from the beginning during the defence of Moscow. Most Lend-Lease armour was allocated to a single type of Lend-Lease tank unit for ease of logistics, and most of the early shipments were expended by 1942. Photo evidence however, shows some Matildas serving well into 1944. Even so, the Matildas were not popular with their Soviet crews in terms of reliability, manoeuvrability, and firepower. They were easily bogged down in the mud of the Eastern Front, and were outgunned as the war progressed.

Soviet Matildas had numerous unique features that were implemented by the Soviets as opposed to Russian standards requested to British manufacturers. Most were the Mk.IV version. They were not rearmend in any way (there were experiments to rearm the Matildas with the excellent Russian ZIS-5 76mm tank gun, but this version never saw production). When modelling a Soviet Matilda, period photos are the best references. Review these photos though, as each vehicle was unique.

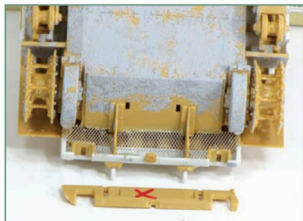
Tiger Models offers a 1:35 scale Soviet Matilda conversion set. I used this on Tamiya's superb new Matilda kit (#35300) along with extensive modifications and some pieces from the Voyager photo-etched set (#35300). I found that that Tiger Models' instructions for parts replacement did not always need to be followed depending on the uniqueness of each vehicle. I built a howitzer armed Matilda Mk.IV Close Support (CS) Vehicle of the 5th Mechanised Corps, South-Western Front October 1943. ▶



TMD Resin parts fitted with an application of Mr Surfacer 500 for mud texturing. Be careful of placement as the location notches on TMD kit are misaligned!



Scratch built brackets for the anti-ditching log.



Rear hull replacement inserted. Note under-ride screening using aluminium screening.

STARTING WITH THE RUNNING GEAR

The first job is to replace the kit's return rollers with Track Skid Railings. I used the railings from Tiger Models, but scratch built the skids using .010 styrene strips (Evergreen #113) as the ones from Tiger Models were very delicate and damaged when they arrived. While an excellent conversion, these thin resin parts found in many conversions are often prone to damage and better that manufacturers provide strip styrene instead.

Do not rely on the kit instructions for placement of the track skids. Check alignment and use slow setting glues such as epoxy 5-minute. These little things matter if you wish to compete with your work of art. Leave the Tiger Model side-skirts off for now

to ease painting, weathering, and of course track placement. Note: Use the Tiger Model skirts as they correctly reflect the style found on the later Mk.III/Mk.IV Matildas, without the remnant roller mounting screw positions that should be missing due to the use of return skids. But again check your photo references depending on the tank you wish to model. With respect to the tracks, all the photos that I have seen show Soviet Matildas with the T.D. 5910 "Spud" tracks, which are available from Bronco (AB3531). Using these tracks will require scratch building new spare track holders (using Evergreen #112 styrene strips) given the differences in size of replacement spud tracks. Make, paint, and weather the links separately and install later.



Applying the weld beads using Tamiya putty. Tamiya Tape helps keep edges tight.

THE HULL

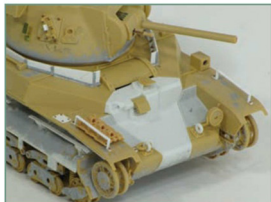
Soviet Matildas generally had an up-armoured nose casting and solid cover nose lockers to replace the grates ones in the kit. Use the parts supplied by Tiger Models. Fit of the conversion parts is simply excellent! The vehicle I chose did not have the spare fuel tank so I omitted the rear hull fuel tank mounts.

Many Matildas in Soviet service had armoured collars. Some suggest that these were added at the British factory. I scratch built the armoured collar turret ring with Evergreen #114 styrene strips as the base and #125 for the collar. I used Tichy bolts (#35), preferring them to other types due to the lack of flash. The weld detail was made using Tamiya putty. Apply the putty in between Tamiya tape

to ensure straight edges. Wait only a few minutes until it semi-hardens slightly then use a flat toothpick to push make the edgings to simulate the weld detail. Remove the tape right after this step is done.

Here's a tip. Try to make your model unique. Soviet Matildas allow for a mixing of Western Allied and Soviet gear. I added a T-34 tow cable from Eureka (ER3528), while retaining the original British tow hook links.

Using an original photo of this tank I noticed that the front right headlight was missing. I therefore omitted it entirely and covered the mounting holes with styrene strip. I also had to re-position all stowage tools to the left side of the vehicle. One final feature that appears to be a Soviet field modification in the photo is the addition of



TMD parts fitted. Installation is trouble free. Note scratch built details shown as white coloured styrene (collar ring around turret took the most time in measuring and construction).



Turret details (smoke discharger detailing, photo-etch parts, wire grab handles, alternate Tamiya kit aerials installed).



The model's modifications are complete and ready for painting.



Painting highlights and shadows using the same principles as figure painters, using an Iwata airbrush.

brackets to hold an anti-ditching log on the right side of the vehicle. The brackets were made using Evergreen styrene sheet, rod, and rivets from Tichy. I used model railroad chain to strap the log into the brackets. The log is simple a twig from my backyard over coated with a clear flat coat, but left in its natural state without any refinishing necessary. Nothing beats Mother Nature!

I used the conversion set's resin rear-end replacement part. Follow the conversion set instructions to remove the kit section and replace it with the resin part. You can see I left off the mounting brackets for the fuel drum - common on Soviet Matildas.

Finally, I applied Mr Surfacer 500 mixed with some Plaster of Paris to the lower surfaces as a base texture for subsequent applications of mud.

MOVING TO THE TURRET

Tamiya corrected the turret inaccuracies from its original 1970's release. The new turret features nice subtle surface texture as well, so be when careful filling holes or sanding as the texture needs to be replaced with Mr Surfacer 500, which can be stippled back on. The only modifications I made were adding the fine detailing to the flare mounts such as the bolt detail and accursing the mount as reference photos show. I omitted the dischargers as per original period photos that show them absent. The loader's hatch handles were replaced with wire ones and re-positioned them based on photos. I also deepened the bolt holes on the nose cone with a #74 drill-bit.

Note that the kit instructions are unclear in some areas. There are two tiny hooks (part #A6) that must be added to the cupola sides, mounted onto the shorter cupola provided in the kit. All these parts are not noted on the kit's instructions! The kit also offers different options for the main armament. Since this tank mounts

the 3 inch howitzer, use kit part #D12 (provided in the kit but again not noted as such in the instructions). Furthermore, most Soviet Matildas carried the newer No.19 radio set. Fit the No.19 W/T aerial by drilling out two pre-located holes from the inside of the turret roof. They are shown but not labelled in step 24 of the kit instructions. Use part #D2 for the forward aerial base, and #D7 for the rear. I made the aerials using stretch sprue of about 4 scale feet in length. Send the nice resin Lakeman MG mount to the spares box as this tank does not show it being mounted.

PAINTING & WEATHERING

While the jury is still out on the specific colours of Soviet Matildas, I painted mine based on the assumption of original British factory paint with Russian overspray in areas where they added their modifications. Here are the steps I used when painting this model:

- 1) Prime the entire model with Tamiya Spray (TS-1) Red-Brown.
- 2) The base colour is SCC2 using a custom mix of Tamiya acrylics; roughly 5 parts XF-68 (NATO Brown) + 4 parts XF-3 (Yellow) + 1 part XF-1 (Black). Apply this lightly over the red-brown primer coat of Tamiya Spray (TS-1). I find lightly applying the base colour over a similar primer coat provides an alternative method to the "modulation" method of adding depth and interest to a base colour!
- 3) Many photos of Soviet Matildas show two-tone disruptive colours. ▶



The side skirts were painted and weathered separately to permit separate finishing and installation of the tracks. The lower skirt shows application of AK washes to bring out details.



My formula for "Mud". Apply it on all lower surfaces including inside the side-skirts.



Finishing product's used to add more contrast after the application of washes.





I stippled on various colours on the tracks and then used heavy track wash to tone them together. This technique adds colour interest to the tracks.



Bedrolls and tarps made from epoxy putty. Notice how they drape and conform to the tank surfaces. Shape them over the kit parts while they are only partially cured, prior to painting.

I interpreted the second colour to be a Soviet camouflage green colour. I used Tamiya XF-5B (Olive Green) adding a few drops of XF-2 (White) for scale effect.

- 4) To simulate weathered olive green paint, I used AK Interactive Chipping Effects "Heavy" as part of the camouflage green application.
- 5) Although it is hard to see in the photos, I also airbrushed lighter tones of the green over the base green camouflage to simulate subsequent field applications of more green camouflage paint.
- 6) Lighter tones of the SCC2 brown were also airbrushed on to the SCC2 portions of the camouflage to provide more colour interest.
- 7) Apply light dusting of Tamiya XF-52 (Flat Earth) around all lower and undersides of the vehicle including the tracks.
- 8) To prepare for the decals and washes, I sprayed on a gloss coat of X-22 (Clear), plus a few drops of XF-4 (Yellow-Green) as a filter to provide warmth to the colours.
- 9) Apply an overall wash using Winsor & Newton Oil #554 (Raw Umber).
- 10) Apply the decals, in this case only on the turret as there are no other markings elsewhere on the vehicle.
- 11) Apply pin wash using AK Interactive Dark Brown (#045).
- 12) Apply flat coat using Testor Model Master Acryl Clear Flat (#2015).
- 13) Apply thinned wash of AK Kursk Earth (#80) by hand on all lower and undersides.
- 14) Oil and grease stains on the

- engine deck were simulated with AK Engine Oil (#84), and AK Fuel Stains (#25).
- 15) Begin the paint chipping using Vallejo Black-Grey (#71056) using a small 000 brush in random patterns and on worn areas.
- 16) Conservative application of rust applied in some areas such as the chains securing the anti-ditching log, were applied using AK Rust (#46) and Rust Streaks (#13).
- 17) Final effects were to add more contrast and depth to the camouflage by adding weathering powders (MIG Allied Green Fading #P036) and then securing them with a lighter green filter (MIG Green for Khaki Green P420). To lighten the brown colours, I applied a light filter of Winsor & Newton #554 (Raw Umber) and #745 (Yellow Light Ochre), thinned with Humbrol thinner.
- 18) TRACKS: The Tracks were painted first with Tamiya X-10 (Gun Metal). I then sued a sponge to apply shades of rust, buff, and earth from Vallejo. The exact colours do not matter as they will be covered with washes later. Their purpose is to only add depth to the tracks. Apply AK Track Wash (#83).
- 19) MUD MIXTURE: My mix of mud consists of MIG Acrylic Resin (50%), Plaster-of-Paris (50%), MIG powder Dry Mud (P232) and Dark Mud (P033), Express Scale Ballast (SE0420), water, plus some fine leaves and ground mix from Hudson and Allen. Pay particular attention to the track skirt openings and tracks.



Note alternative location of tools from the original kit and the colour variations in the mud.



Stowage includes ammo boxes, oil drum, anti-tank rifle, and ammo cans. Make sure everything is tied down!

THOSE EXTRA DETAILS

Extra stowage always adds a human touch to armour models. I did not like the kit's supplied bedrolls, as they did not appear to have that realistic sag. New tarps and bedrolls were made using epoxy putty. I used both Tamiya as well as Gunze-Sangyo epoxy putty to replace the bedrolls and added new tarps (photos show Tamiya putty as tan in colour). Both are excellent products. In order to ensure the tarps and bedrolls have a realistic sag, allow the putty to harden only slightly, and begin shaping them over the contours of the parts they will "sit

on". I use talcum powder to lessen the stickiness of the epoxy putty while I knead and shape it. Note the straps made from paper and painted various tones of leather.

One prominent piece of stowage shown in the period photo of this tank was an oil drum strapped with rope on the engine deck. To replicate this, I used Great Wall Hobby's German WWII 200L

Oil Drum (#L3513). The drum was weathered using hairspray technique and alternating colours of Panzer Grey and Dark grey. Notice the application various tones of rust using oil paints and MIG Rust powders. The remaining equipment came from the excellent Tamiya Russian Infantry Anti-tank Team (#35306), and MiniArt Soviet Infantry Ammo Boxes

(#35090).

While I do not regularly build WWII Commonwealth, this "compromise" allowed me to add a vehicle to my collection of WWII Soviet armour with ease! ■

Modelspec

Tamiya 1:35 Matilda (Mark II, III or IV) Kit No. 35300
Tiger Model Designs (TMD) No. AR0203 - Russian Matilda Conversion

Accessories Used:

Bronco No. AB3531 - Matilda II TD 5910 Tracks
Voyager No. 35300 - Photoetch for 1:35 British Matilda Mk.III/IV for Tamiya kit #35300
Great Wall Hobby No. L2513 - German WWII 200L Oil Drums
Eureka XXI. No. ER3528 - Tow cables for 1:34/76
Tamiya No. 35306 - Russian Infantry Anti-tank Team
MiniArt No. 35090 - Soviet Infantry Ammo Boxes
Scale Scenics No. 652-3500 - Aluminum Micro Mesh

Tools and Materials

DAP Plaster of Paris
Evergreen Scale Models - Styrene of various shapes and sizes
Express Scale Ballast SE0420
Gunze Sangyo Mr. Epoxy Putty
Gunze Sangyo Mr. Surfacer 500
Iwata HP-C Airbrush
Microscale Model Finishing Products Micro Sol Micro Set, decal setting solution
Tamiya Extra-Thin Liquid Cement
Tamiya Basic Grey Putty
Tichy Train Group - Rivets and bolts of various shapes and sizes

Paints and Finishing Products:

AK Interactive - Dark Brown Enamel Wash (45);
Chipping Effects "Heavy"; Kursk Earth (80); Engine Oil (84); Fuel Stains (25); Rust (46); Rust Streaks (13); Track Wash (R83).
Humbrol Enamel Thinner
Mig Acrylic Resin
Mig Pigment Fixer
Mig Pigments - P033 Dark Mud; P232 Dry Mud; P036 Allied Green Fading.
Model Master Acryl Clear Flat 2015
Tamiya Acrylic - XF-68 NATO Brown; XF-3 Yellow; XF-1 Black; XF-58 Olive Green; XF-2 White; X-10 Gun Metal; XF-52 Flat Earth; X-22 Clear; XF-4 Yellow-Green.
Tamiya Spray Can - TS-1 Red-Brown
Tamiya Tape - various widths
Vallejo Paint - 70056 Black-Grey; 301 Light Rust; 70983 Flat Earth; 322 Highlight US Army Tank Crew.
Winsor & Newton Oil Paint - 554 Raw Umber; 745 Yellow Light Ochre.

✓ Perfect fitting kit with an equally excellent fitting TMD conversion set designed for the Tamiya kit. Historically accurate with superb resin castings.

✗ Tamiya Matilda instructions unclear in use of optional parts. Delicate skirts were damaged in the TMD conversion set.

Available from

Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.uk

Rating:

Tamiya Matilda
TMD Conversion



The straps were made with paper.

"While the jury is still out on the specific colours of Soviet Matildas, I painted mine based on the assumption of original British factory paint with Russian overspray..."



The finished model.



ITALERI

1:35 SCALE M107 • KIT NO. 248

During the 1950s, it was found that there was a need for a quick deployable SPG that could easily be air transported, and so the design process began. The M107 was the end result in 1960, being low profile, carrying a 175 mm gun with a maximum range of 34km and capable of providing efficient fire support to troops in the field.

The M107 was also used by other countries including Germany, South Korea, Spain, Greece, Israel, The Netherlands, Turkey and the United Kingdom. Some of these countries used this weapon right up to 2010. The M107 served actively in two major conflicts being the Vietnam War, used both by the US and South Vietnamese Army; and also by the Israel forces in the Yom Kippur war.



The M107 was decommissioned by the US Army in 1970 and replaced by the later M110.

That was just a very brief history of the real thing, and now we will go on with the kit. This is a re-release and not a new kit, but one well worthy of building if not just for its impressive 175mm gun.



The actual mouldings look as though they may have been cleaned up, showing fairly crisp details on a light grey plastic and preparation looks to be a minimal job so that you can get on with the building more quickly. There are a total of 172 parts in this kit, including the full-length flexible vinyl tracks, making this a fairly fast and easy build without missing out on detail.



Also included in this special edition is a brand new set of excellent decals designed by Bison and printed perfectly by Cartograf offering the option of seven marking choices. Included in those are British Army, South Vietnamese Army, Israeli Defence Force and the US in Vietnam. Hmm, decisions decisions.



The instructions are nicely illustrated and easy to understand in a well laid-out format. There is also a separate colour and decal sheet to help you decide which option you will go with. This is a great re-release of an impressive vehicle made even better by the inclusion of the new luxurious new Cartograf decals. I will definitely be building this one. Well done Italeri. Highly Recommended.



Thanks to Lucky Model for the sample

Andrew Judson



LIFECOLOR

DIORAMA AND WEATHERING SETS

Lifecolor has extended their range of diorama and weathering sets. Please note that these are not enamel washes or pigments, but acrylic paints designed to be applied conventionally by brush or airbrush. The paints may be thinned for use as a glaze or a wash using either water or Lifecolor's proprietary thinner.

The first set is Debris and Rubble 1. It supplies the following colours:

- UA 737 Worn Brick
- UA 738 Deposited Dust
- UA 739 Broken Plaster

Next up is Leaking and Stains:

- UA 261 Exhaust Oil Effect
- UA 262 Dirty Grease Effect
- UA 263 Grease Effect

In addition to these "Easy 3" acrylic sets, Lifecolor has also packed a Rust Pigment and Colour Combo set. This provides three bottles of acrylic paints and three bottles of pigments. The specific contents are:

- Pigments: PG 107 Eroding Burnt Rust; PG 108 Oxidation State; PG 109 Weathering Marks.
- Acrylic Paints: UA 907 Burnt Rust; UA 908 Corroded Rust; UA 909 Streaking Rust.

Each of the six bottles in the Combo set is snugly packed into a cardboard box with a top-opening flap. A brief description of the application of the colours is listed on the back of the box. The bottles themselves are plastic with a wide screw cap.

These are interesting new options, either for modellers who prefer to stick with acrylic paints for weathering effects, or for those who might like to provide a sympathetic coloured background for pigments and enamel washes.

All Recommended.

Thanks to The Airbrush Company for the samples www.airbrushes.com

Brett Green



DEF MODEL

DW30009 1:35 L4500R MAULTIER WHEEL SET - SAGGED

DW30011 1:35 DINGO WHEEL SET - SAGGED

DW35038 1:35 M151A1:A2 MUTT WHEEL SET - SAGGED

DW35040 1:35 M1083 FMTV WHEEL SET - SAGGED

Four of DEF Model's more recent 1:35 wheel sets are for a wide assortment of World War II and post-war vehicles: the Zvezda Mercedes L4500R Maultier, Miniart's Dingo Scout Car, the Academy or Tamiya M151A1:A2 MUTT, and Trumpeter's M1083 FMTV. Like other DEF wheel sets, each of these includes a set of pre-cut self-adhesive masks with instructions for painting the wheels and hubs. Casting quality is excellent, with no bubbles in any of the parts and small, unobtrusive pouring stubs that can be easily removed. Although the sets are identified as "sagged," in fact there is very little bulging of the sidewalls of the tires, and all of them appear very much like the real thing in terms of how the tire looks where it meets the ground.

The L4500R set is the simplest, consisting of two front tires plus a spare for the big German semi-track. The tread is the same as that done by Zvezda, and the wheels are a simple replacement for the kit parts. There is a bit of flash to be removed from the holes in the wheel hubs, but nothing serious.

The Dingo set (for the Miniart Daimler Scout Car kits) includes four wheels (no spare was usually stowed on a Dingo) with the common tread pattern and covers on the hubs. A nice touch is that the holes for the valve stems are moulded in two different locations on the four wheels. Although the holes in the outer layer of the wheel are a little shallow, careful painting will enhance them. The sidewall detail is particularly well done, and overall these represent a significant improvement over the Miniart kit wheels.

There are five wheels in the M151A1:A2 set including the spare. Once again, detail is excellent, with a nicely rendered Goodyear logo on the sidewalls and accurate tread on the tires. The eyelets on the hubs and the holes in the wheels should be drilled out to replicate the original, but this is a simple enough task with the recesses moulded into the wheels. The only missing detail are the valve stems; while I wouldn't have expected the stems themselves to be included, an impression where the stems should be would have been nice.

The final set is the biggest, seven Michelin XL wheels and tyres for the Trumpeter M1083 FMTV (a spare is included). The highlights of this set are the outstanding rendition of the tread and the ribbed sidewalls, which DEF has captured very well. Unlike the other sets, there is a noticeable bulge at the bottom of the wheels, where they meet the ground; this is a characteristic of the relatively low-pressure tires. Unfortunately, one (easily correctible) error that DEF carried over from Trumpeter is omitting the outer row of bolts on the wheels – these should be present, since they hold the two-part rims together. All of these sets are highly recommended – these will really enhance their intended subjects, and the quality is impeccable.

Thanks to DEF Model for the review samples <http://defmodel.com/>

Scott Taylor



Details of an M151 wheel. Except for the valve stems, all of the details shown here are present on the DEF wheels.



Details of the Dingo's wheel, sidewall, and tread pattern can be seen; the DEF set accurately captures all of this.



Figures - A round-up of the latest figure sets on release...

MENG MODEL

1:35 SCALE MIDDLE EASTERNERS • ITEM NO. HS-001

Meng Model has released its debut 1:35 scale figure set entitled Middle Easterners. This straightforward set comprises 26 grey plastic parts making up four figures – a man, woman, a girl and a boy.

Moulding quality is very good indeed, as is the standard of sculpting. The man wears a knitted cap, scarf, jacket and boots, with the boy in jacket and sandals. The woman is wearing a niqab veil, with the girl in a simple hijab and carrying a sack above her head.

Locating points for the legs and feet are very well defined and should result in a strong bond. Painting suggestions are offered on the back of the box, but the possibilities are very broad.

Meng's 1:35 scale Middle Easterners offer some interesting possibilities for posing with a civilian vehicle for a vignette or in a broader diorama setting.

Highly Recommended.

Thanks to Meng Model for the sample www.meng-model.com

Brett Green





Small Scale A round-up of the latest news and releases in 1:72 and 1:76



DRAGON

1:72 SCALE
NEUBAU-FAHRZEUG NR 1
KIT NO. 7436

Of the several 1:72 scale Neubau-Fahrzeug kits made by DML, this represents one of the first two mild steel prototypes designed and built in 1932/3. Nb.Fz. Nr.1 was built by Rheinmetall and featured their turret with the 3.7cm KwK L45 mounted above the 7.5 cm KwK L24 main armament, and a circular frame aerial mounted around it.

The kit comes in the standard DML lid and tray box with excellent artwork on the lid and CAD images on the sides. The contents comprise three large sprues, four small sprues, the hull superstructure, the usual Dragon card with the tracks, turrets and decals attached, and the instruction sheet.

The quality of the moulding is very good, with no evidence of flash, sinkholes, etc., and the sprue gates are small which will make removing the parts much easier.

Slide moulding is much in evidence, with superb detail on the upper hull and turrets, although the armoured louvers on the engine deck are moulded flush whereas they should be raised to allow the passage of cooling air. This is the same problem as with their Pz. III kits.

Another annoyance is the fact that only the commander's hatch is moulded open, and opening the driver's or supplementary turret hatches will mean tricky surgery.

The running gear is well produced with the road wheel bogies moulded as a single unit on each side and should look good when assembled and painted, with the usual, well detailed DS tracks. The fenders are separate parts with good surface detail, but again have many of the tools moulded in place, which will prove difficult to remove successfully. They are well moulded, however, and may look good when painted and weathered.

The instructions are up to the usual Dragon standard and include the now familiar section on ensuring the correct length for the DS tracks. Two painting and marking schemes are included, both for unidentified units in 1938, and although a small decal sheet of white outline crosses is included, they are not shown on the marking guide. This is probably understandable as it is thought that this vehicle did not see active service. The painting guide shows the vehicle in overall dark grey, or dark grey and brown.

This kit should build into a fine representation of the Rheinmetall NbFz Nr.1, and is highly recommended.

Thanks to The Hobby Company Limited for the sample www.hobbyco.net
Steve Shrimpton



DRAGON

1:72 SCALE
IJN TYPE 4 "KE-NU" LIGHT TANK
KIT NO. 7440

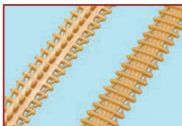
Dragon continues their series of 1:72 scale IJN Light Tanks with the Type 4 "Ke-Nu". These tanks are variations on the Type 95 Light Tank: the "Ke-Nu" having the turret of the Type 97 "Chi-Ha" tank sporting a low velocity 57mm gun and a solid frame aerial. Very few were produced (25), and none saw action.

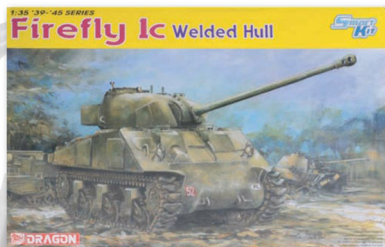
Inside the standard Dragon lid-and-tray box are two sprues, upper and lower hull pieces, the turret, Dragon inlay card and the well produced instruction sheet. The inlay card contains the DS tracks, a small decal sheet and two small photo-etched brass frets (although only one of these is for use on this kit). Strangely, both of the sprues are marked A, but as can be seen on the instruction sheet, most of the parts on one sprue are not for use, especially the running gear, the correct set being supplied on the other sprue. Careful attention to the instructions is required to avoid confusion!

The quality of the moulding is excellent, with much use of slide moulding in evidence on such items as the hull, running gear and gun barrels. There is no flash or sink holes present and the sprue gates are small and sensibly placed, which should result in a pleasant, stress free build. The kit appears well researched and produced, and with the exception of a few missing bolt heads and weld beads, should build into a fine (but small!) display model.

The painting and marking guide gives only one, three-tone colour scheme for the 19th tank Regiment, Kyushu, 1945, with just some Japanese character decals to add to the turret. Overall these light tank kits are superb little models, but whether they are value for money is debatable.

Highly Recommended.
Thanks to The Hobby Company Limited for the sample
www.hobbyco.net
Steve Shrimpton





The small decal sheet depicts a single Polish IC of the 2 AR 1st Armoured Division in Normandy

Al Bowie dissects the latest in Dragon's growing family of 1:35 scale Sherman Fireflies.

LATE WELDED FIREFLY

Dragon's latest 1:35 scale Firefly kit represents a welded M4 hull with cast driver's hoods. All the pictures that I have seen of actual IC welded Fireflies have the late "sharp" transmission, as does this kit. In fact, the transmission is a quick identification feature in front-on shots as all VC Fireflies had 3 piece transmissions. Also, almost all appear to have full applique kits.

Most of the late 56 degree hull M4s were fitted with the mid-production low bustle turret, which no longer had the pistol port on the left rear side and had a thickened right cheek to compensate for the machined out interior and restore the armour thickness. This kit has the earlier casting with the pistol port and no thickened cheek. Very late in the war, the British introduced their all round vision cupola to the Sherman and this kit gives the modeller the option of it but I have only seen photos of this on Polish Fireflies (including welded ICs) in post-war Italy. The kit does however include an alternative split hatch cupola.

The turret is all-new and a one piece barrel is provided in moulded plastic with a two piece muzzle brake split vertically. The all round vision cupola is magnificent and comes with individual clear periscopes but do

not use it for the marking option given as these were introduced in 1945 and not the Normandy time period of the marking option.

DML has done their homework with this kit and got it spot on for accuracy with optional road wheels, sprocket types and a full applique kit. It is a pity that they did not put any effort into the markings, which will be discussed later.

The kit comprises over 560 parts in the now familiar grey styrene however about 250 of these are left to the growing Sherman outfitters kit. A large photo-etched fret is included that provides screens, guards, fenders, skirt strips and even tool tie down straps along with numerous small hull fittings.

Tracks are supplied as DS vinyl runs of the T 48 rubber chevron type frequently seen the Firefly IC Welded in British service alongside the T51 plain rubber block.

Construction is straightforward although after previous disasters with the transmission fit, I assembled this to see if it had improved. Still DML refuse to acknowledge that there is a noticeable strip of bolts vertically where the transmission is joined to the front of the vehicle. Even when they retool the parts such as the transmission sides they leave this out but include the bolts on the underside of the hull where you cannot see them. The fit around

the rear lower hull plate will require some filler and the general fit is still not up to the precision of Tascas but a big improvement over their earlier Shermans. I am pleased to say DML has got this one right and it fits well. Like the IC Composite, the kit instructions are well done and it seems DML went back to the drawing board for this so we won't be seeing a lot of strangely constructed Shermans with the wrong fittings with any luck. The detail parts are crisply moulded and a set of periscope guards is included which are superbly moulded.

There are only a couple of options and not all of these are marked, such as the turret stowage box on the radio bustle. The unique rear hull stowage box fitted to IC Fireflies is included. I notice the long ammo type box frequently seen on the rear deck of ICs is also included on Sprue K but it is not mentioned in the instructions.

I highly recommend this one for fans of Commonwealth armour and only have one small trivial criticism - why not give some more marking options particularly when you already had a suitable set of markings for this vehicle?

Highly Recommended. ■

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



The sharp cast transmission cover is supplied for this kit.



The turret is all-new.



The barrel is one-piece with a two-piece muzzle brake. Shapes look excellent.



The generous photo-etched fret.



The clear-moulded cupola is magnificent but do not use it for the marking option given, as these were only introduced in 1945.



Yet more clear parts.



One-piece flexible DS tracks representing T48 rubber chevrons are included.



The characteristic Mk.IC welded hull.



Fine twisted metal tow cable is provided.

SOMETIMES WAITING CAN BE A GOOD THING...

So you have just received your latest new release kit. After opening the box and reviewing the parts, checking your references and poring over the instructions you have found a number of areas that you would like to improve. Now this is where it gets complicated. Do you push on and start building, or do you wait for the inevitable updates that will appear shortly after have started your own improvements?

Now, in the dim and distant past there were no real updates available and modellers had no choice other than to improve their models using plastic card and various other materials. Those days are gone and as a result a large number of modellers tend to rely on the aftermarket manufacturers to deliver sets that will improve the appearance of all our models. One camp of modellers lament our collective shrinking skill set; saying things like "you don't need to wait for an update you can do it yourself". The other camp will argue that only a select few modellers can replicate what can be reproduced in resin or photo etch.

I can relate to both sides of the argument.

These questions came up when I purchased the latest 1:48 scale Land Rovers



remain unbuilt and go into the expanding "I'll get around to it some day" pile. What I tend to do now is wait a little and let the aftermarket guys catch up. Generally if an update is going to be released it will be done in the first six months of a kits initial release.

Food for thought? Maybe!

Until next time

Luke Pitt



PLUS MODELS

1:48 SCALE M998 CARGO • KIT NO: 4030

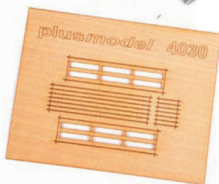
Plus Models' 1:48 scale M998 comprises 55 resin parts, a small sheet of photo etch and small sheet of laser etched wooden parts making this a truly multi media affair. All of the parts are packaged in a sturdy box with a colour photo of the completed kit on the box top.

My initial observation is that some level of experience in working with resin kit construction will be necessary for those building this kit, which requires a fair degree of sanding and test fitting to get the parts together. However, luckily for us, Plus Models' resin casting is (as usual) top notch, making this process just that little bit easier.

The level of detail on all of the resin parts is very well done, with the lower chassis cast as a single unit to which the various drive train assemblies are affixed with quite a few parts to be added care in removing them from their pouring stub will be required so as not to damage the part or the surrounding details. The upper body parts including the side body panels, hood and front cab roof, all display a fine level of detail in their finish. In conclusion, this is a very nicely produced kit of a subject that has also been offered in plastic and you will have to consider if the work required to construct this kit is warranted by a higher level of detail and finish than its plastic counterpart Recommended.

Thanks to Plus Models for the review sample
www.plusmodel.cz

Ross Ferro



TANK WORKSHOP

1:48 SCALE ISRAELI DIESEL ENGINE DECK CONVERSION ITEM NO. TWS 48206

The Israeli M50 is a modified version of the M4 Sherman tank. It is armed with the French 75mm CH 75-50 main gun. In addition, Cummins 460 hp diesel engines and HvSS suspension were fitted.

The Tank Workshop's Israeli Diesel Engine Deck (Early) Conversion in 1:48 scale is designed to work with their own kit #48201 and/or the Hobby Boss Korean War Sherman, kit #84804. This conversion will allow the modeller to produce an early type Cummins diesel powered M-50. The parts are packaged in a sturdy plastic zip bag with a card backing. No assembly instructions are provided. The conversion contains seven crisply moulded resin parts, all with small pour blocks that will be simple to remove. Included in the kit is the early style engine deck, both the rear hull and upper rear hull replacement parts, along with the single exhaust outlet that is located on the rear hull plate. Also included in the set is an early style gun cradle and its mounting brackets. The quality of the moulded parts is excellent and equal to their current offerings in 1:48 scale. Fine details such as fuel filler caps, door hinges and bolt heads are beautifully reproduced, and should be a joy to paint.

Tank Workshop has added an important conversion to their 1:48 scale IDF Sherman catalogue. Highly Recommended.

Thanks to The Tank Workshop for the sample
www.tankworkshop.com
Adam O'Brien

Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.

GASO. LINE

1:48 SCALE SHERMAN T-66 TRACKS • ITEM NO. GAS48104

For anyone who has grappled with the quite stiff Hobbyboss tracks in their later model Sherman kits, this set is nothing short of a blessing. The tracks are presented in link and length format and consist of 8 x 12 link sections, 8 x 5 link sections, 4 x curled 3 link sections, 4 curled 2 link sections and 14 individual track links.

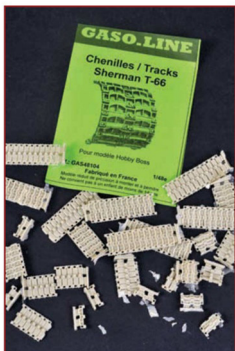
The tracks are for the most part very well cast but with any aftermarket track links some clean up is necessary.

This is a very welcome addition to the Gaso.Line track set range and one might say a mandatory accessory for anyone wishing to build the Hobby Boss kits.

Highly Recommended.

Gaso.Line products are available online from Quarter Kit www.quarter-kit.com

Luke Pitt



Tatra T-141 HEAVY TRACTOR



1/48
construction kit with etchings and decals on sprues



HAULER

1:48 SCALE

TATRA T141 HEAVY TRACTOR

KIT NO. HL548032

The Czech firm of Tatra began manufacturing heavy trucks for both civilian and military use since prior to World War II, and those trucks are legendary for their toughness and off-road capabilities. One of these was the big T141 6x6 heavy tractor, a derivative of the classic T111, designed for drawbar hauling of heavy loads (up to 100 tonnes). In production from 1957 to 1970, the T141 was used in a variety of military and civilian roles.

Photos show the Czech military using the T141 as a towing vehicle for aircraft such as the MiG-19 and MiG-23, as well as a prime mover for heavy artillery and also as a tank transporter, pulling a variety of heavy trailers. In civilian service, the T141 hauled diverse loads, from power transformers and construction equipment to ferry boats.

Hauler's latest 1:48 kit is a multimedia T141, comprising approximately 100 resin parts, a good-sized fret of photo etched parts, and a small decal sheet with markings for Czech civilian and military trucks. The quality of both the resin and photo etched are excellent, as one would expect from Hauler. The photo-etched louvers for the hood are particularly impressive, as are the intricate jerry can racks at the rear. The distinctive Tatra tubular drive train is faithfully reproduced, while the contours of the cab and hood are also captured well. The cab interior is well appointed, with eight seats and full driver's controls. The cab doors are not designed to be opened, however. The wheels and tyres are especially well done; featuring what seems to be the most common tread pattern.

A few resin pieces were missing or damaged in my kit, but less than a week after I sent an email to Jan at Hauler, I had my replacement parts. There is a bit of warpage in the ballast box floor, but nothing that can't be straightened out with some hot water or a hair dryer. While the instructions are a bit minimalist (careful planning and much test-fitting will be required), the kit's biggest shortcoming is a lack of templates to cut transparencies for the eight cab windows – the modeller is left to his or her own devices on this front.

Although not necessarily a kit for beginners, this is highly recommended for anybody interested in big trucks or who is looking for the ultimate 1:48 Warsaw Pact airfield accessory. I hope that Hauler sees fit to release a trailer for the T-141, although a 130mm KS-30 AA gun would be very impressive.

Highly Recommended.

Thanks to Hauler for the review sample www.hauler.cz

Scott Taylor





Is that The Duke in the passenger's seat?

The decal sheet is nice too.



Luke Pitt is seriously impressed by Bronco's 1:35 scale Ford Jeep.

JEEP JEEP!

Build a better mousetrap and the world will beat a part to your door.

This is also a very apt description of the new 1:35 scale Jeep kit from Bronco.

When Tamiya released its second rendition of their Jeep kit in 1997, the modelling world was so stunned at their moulding prowess that many could never consider that this kit might be bettered. The lower body moulding with its integrated sidewalls and grill was a masterpiece. With this in mind, any new kit of this type would have to include some pretty nifty details to improve upon an already great kit. I can report that Bronco has succeeded and this new kit is actually an improvement on the Tamiya Jeep.

This new kit from Bronco represents the 1942 Ford production variant that differed from the earlier versions by the inclusion of minor fittings. The most noticeable was the front frame cross-member under the grill. On the Willys MB, a tubular piece was used, while an inverted "U" was used on the GPW.

The other noticeable difference was on the lids for the toolboxes located on either side of the rear seat. The Willys MB uses a plain flat cover whereas the Ford GPW has an embossed lid. Care should also be taken as only the first few thousand Ford Jeeps included the stamped Ford logo on the rear plate as depicted in the kit. Consulting your references is advisable. These differences are welcome as they differentiate it

from Tamiya's Willys offering.

The kit has some 200 parts moulded in green plastic over six sprues, with one of these in clear plastic for the Jeep itself. A further 100 parts are included for the trailer, accessories and figure parts. A small but very useful photo-etched fret is also supplied. A well illustrated and precise set of instructions is included with the option of two marking choices.

The standard of moulding is very good, with detail on all parts rendered to a high standard. The main drive train is moulded as a multiple parts assembly and is very well done. The chassis is made up of just two parts in total with the drive train axles and leaf springs attached to it. Overall this assembly is very well detailed and accurate when complete.

The distinctive lower coachwork and grill assembly is made up from just one part. The sidewalls are little thinner than the Tamiya kit and to my eye at least, look more "in scale" in appearance. The two rear stowage compartments are moulded open, onto which the lids can be positioned in any position of your choosing. The bonnet is separate and may be modelled in the open position to expose the very well detailed engine assembly, which includes a separate radiator and most of the basic parts such as separate head, manifold and carburettor. The distinctive "T" clips to hold the bonnet in place are moulded as separate (small) pieces and are very well done.

The dashboard and instrument cluster is a good representation,

which includes separate decals for the dial faces and instruction placement cards. The clear windshield frames are moulded as separate parts that allow you to display the model in windscreen down or with the windscreen and the panes slightly out; or lastly with just the windscreen up. This really sums up this kit, it's all about options. Take for example the steering assembly. You can have it strait, turned to the right or turned to the left. Two types of steering wheels are provided as are three types of front bumper configurations.

A set of set figures is included, one with an uncanny resemblance to the late John Wayne from the movie "The Longest Day", and are very well done. The only real fault with these lies with the decal sheet provided. The flag decal for the right side of the arms has the stars out of alignment. The kit provides the 10 CWT trailer and consists of some 31 parts with an option of a canvas cover, all of which is both well detailed and complete.

Overall, this is a very good kit and is, in my view, better than all kits of the Jeep that have preceded it. What impresses me in particular is its overall feeling of quality. Bronco has lifted its game over the last few years to such a point that they are as good and in some cases better than some of the class leaders. The model is packed with options and really needs nothing in the way of aftermarket detail sets. ■

Thanks to Bronco for the sample www.bronco-model.com



Options include a covered windshield.



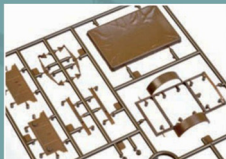
The separate chassis.



Lovely radiator core detail.



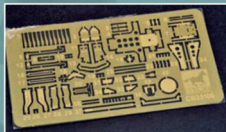
The wheels are beautifully rendered.



A trailer is included, as well as a canvas tilt.



Clear parts.



The included photo-etched fret.



The impressive one-piece body.



Check out the gorgeous detail on the .50 cal. machine gun.

DON'T MISS A THING....

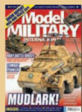
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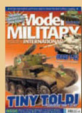
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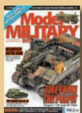
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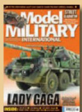
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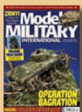
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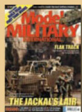
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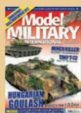
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Next Issue

On sale 7th March 2013



WHAM BAM SUPER TANK

Steve Zaloga finishes Dragon's new 1:35 scale T28 Heavy Tank in a striking "What If" scheme.

TINY TANKETTE

Harvey Low describes the building and painting of Pit-Road's 1:35 scale Type 92 Tankette.



URBAN TUSK

Anthony Sheedy builds Tamiya's new 1:35 scale U.S. Main Battle Tank M1A2 SEP Abrams TUSK II.



GOLDILOCKS' 8-RAD

Bruce Culver's Think Tank reference piece on German 8-wheeled heavy armored cars; plus Brett Green builds Tamiya's brand new 1:48 scale Sd.Kfz.232 kit.

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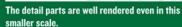
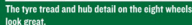
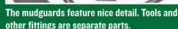
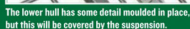


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When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

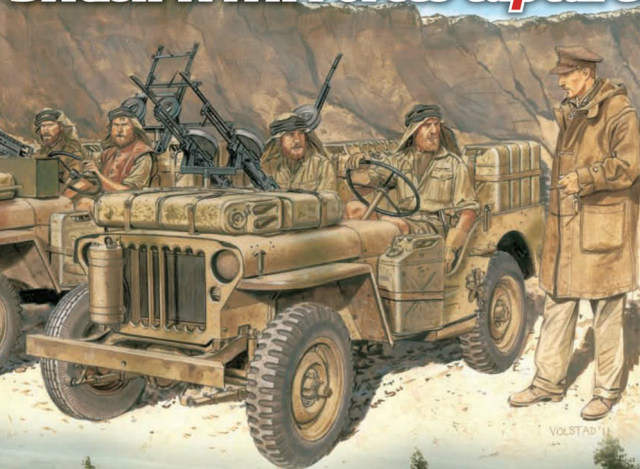
...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!



66 Model Military International - March 2013

British WWII Forces captured by Dragon



Item No. D6724

1:35 SAS 1/4 Ton 4x4 Patrol Commander's Car

- 2 realistic 1:35 scale figures
- Newly tooled engine grille
- Authentic command car newly produced
- Realistic Vickers K machine gun with superb details
- Well-defined seat with realistic cloth pattern
- Compartment side rendered with rivets and fine details
- Detachable jerrycans with photo-etched racks
- Newly produced and well-defined wheels with authentic tyre pattern
- Slide-moulded upper and lower tubs
- Photo-etched sand channels on rear of the command car
- Condenser and modified grille on front of the command car accurately replicated
- Finely detailed steering mechanism and suspension system
- Highly detailed chassis
- Complex engine represented by multiple parts

Item No. D6760

1:35 Sexton II 25pdr SP Tracked

- Newly moulded Sexton II with intricate detail
- Stowage bins added to the rear fighting-compartment
- One-piece slide-moulded gun barrel with hollow muzzle brake
- Gun mount with hand wheels finely reproduced
- Vision port accurately moulded
- Detailed bolt heads moulded on
- Well-defined headlamps reproduced
- Jerrycans reproduced on the rear of Sexton II
- Wire cage rendered with details
- Transmission realistically produced
- Radio rendered with fine detail
- Engine deck produced with astonishing detail
- Engine rear doors assembled
- Detailed instrument panel includes driver's controls
- Bolts and rivets delicately represented on hull bottom
- Lower hull made by 2-directional slide moulds
- Fire extinguishers realistically produced
- Fighting compartment with accurate interior detail
- On-vehicle tools delicately recreated
- Finely detailed suspension system
- DS tracks reproduced with refined detail



Item No. D6573

1:35 Sherman III DV, Early Production

- Newly tooled glacis plate with direct-vision hoods accurately reproduced
- One-piece Early 75mm-gun turret has cast texture
- Slide-moulded gun barrel with hollow muzzle
- Commander's hatch with periscope can be assembled open or closed
- Bolted connecting plate for gun-shield attachment rendered in fine detail
- Hatch hoods accurately reproduced
- Direct-vision covers can be molded open or closed
- Two types of ammo box provided as an option
- Ammo box mount with great detail
- Slide-molded anti-aircraft MG with hollow muzzle
- One-piece upper hull with weld seams
- One-piece lower hull with bolt details
- Two types of transmission cover made from multiple slide-molded parts
- Photo-etched OVM with clasp detail
- Detailed headlight and horn guards
- Suspension system realistically reproduced
- Separate engine-deck panel and grilles
- Fully detailed T41 DS tracks



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M1A2 SEP ABRAMS TUSK II

U.S. MAIN BATTLE TANK



The unique and intricate curves of the reactive armor tiles have been realistically recreated.

The barrel-mounted M2 machine gun with spotlight accentuates the model's sharp appearance.

VCU (Vapor Compression Unit) on rear of the hull is faithfully reproduced.



Detailed armored shields for commander and loader give the turret a highly realistic appearance.

Kit comes with two sets of TUSK I and one set of TUSK II markings.

Primed for Urban Warfare

1/35 Military Miniature Series M1A2 SEP Abrams TUSK II

Item 35326

1/35
SCALE

Length: 280mm

The last word in combat against tanks, the U.S. M1A2 Abrams came complete with improved electronics courtesy of the SEP (System Enhancement Program). In response to the threat posed by weapons such as rocket-propelled grenades (RPGs) in confined urban environments during the occupation period following the 2003 Iraq War, the M1 was upgraded with more protection in the form of TUSK (Tank Urban Survival Kit). The TUSK I upgrade included features such as reactive armor and an M2 machine gun mounted above the main gun barrel. The tank's defense was further improved by the TUSK II upgrade, which added advanced features including tile-shaped reactive armor. A M1A2 SEP sporting this TUSK II armor makes its long-awaited entry into Tamiya's 1/35 Military Miniature series line-up.



Comes with commander and loader figures, both in body armor.



Upper hull details reflect the latest SEP specifications. Parts for additional armor provide superior realism.

Iraq War elite joins the 1/35 scale model series

M109A6 Paladin Self-Propelled Howitzer joins the Tamiya Italeri Series. Display with the Abrams to add even more reality to your diorama.

1/35 M109A6 Paladin
Item 37012



1/35
SCALE

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